

EXHIBIT C

1945 Navy Documents re: *USS Turner*

REPRODUCED AT THE NATIONAL ARCHIVES

REFER TO NO.

SupShip, Bath
DD834/S8(ME)
Serial 7366

OFFICE OF THE
SUPERVISOR OF SHIPBUILDING, U. S. NAVY
BATH, MAINE

AMB:hsl

9 June 1945

To: President, Board of Inspection and Survey.

Subj: USS TURNER (DD834) - Official Deck Trials and Inspection.

Ref: (a) SupShip, N.Y. ltr. DD692C1/S1-7(40092-M2) of 25 May 1945.
(b) Naval Inspectors Machinery Manual, 1939, Page 147.
(c) Pres. Bd. I. & S. ltr. FS/S8(1314-S) of 16 April 1942.

1. In accordance with references (b) and (c), this office certifies the following:

(a) Certificate as to Completeness of Machinery.

It is reported that the machinery, including engines, boilers, appurtenances, and spare parts for the USS TURNER (DD834), is complete in accordance with the contract drawings, specifications and authorized changes therein, except as noted on the work list (cards) furnished the Board.

(b) Certificate as to Condition of Machinery.

It is hereby reported that the machinery of the subject vessel including engines, boilers, appurtenances, and spare parts, is strong and well-built and in strict accordance with drawings, specifications, and duly authorized changes therein, except for those listed on the work list (cards) furnished the Board.

(c) Certificate Regarding Calibration of Gauges.

It is certified that the gauges installed in the subject vessel have been calibrated and found to be within the limits prescribed in the specifications.

(d) Certificate Regarding Setting of Safety Valves.

It is certified that the boiler safety valves of the subject vessel have been satisfactorily tested.

(e) Certificate Regarding Tests and Adjustments of Relief and Regulating Valves, Governors, Overspeed Trips and Speed-limiting Devices.

It is reported that relief and regulating valves, governor and overspeed trips and speed limiting devices installed on the subject vessel have been tested and found to be in accordance with approved plans and specifications.

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DD 834/S8

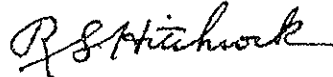
REPRODUCED AT THE NATIONAL ARCHIVES

SupShip, Bath
DD834/S8(ME)
Serial 7366

9 June 1945

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- (f) Certificate Regarding Test of Refrigerating Plant.
It is hereby reported that the refrigerating plant installed in the subject vessel has been tested and found to be in accordance with specification requirements.
- (g) Certificate Regarding Tests of Main and Emergency Generators.
It is reported that the dock trial test of the 450 K.W. Generators and the 100 K.W. Diesel generators have been completed and found to be in accordance with specifications and plans.
- (h) Certificate Regarding Navigational Items.
It is reported that all items of Navigational materials furnished this plant for installation on the subject vessel have been installed and tested and found to be in accordance with specification requirements.
- (i) The Synopsis of Machinery and Hull Data, for the subject vessel, was forwarded to the Board of Inspection and Survey by reference (a).



R. S. HITCHCOCK

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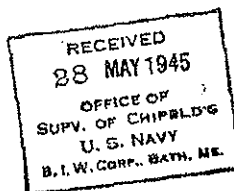
CC: BuShips (2 copies) w/1 carbon-back ✓
PCO, USS TURNER (DD834)

CPM is widely known for its effectiveness.

Entered by M. C. N.

U. S. S. _____

Showing location of main propelling machinery with steam pipe connections, main condensers, boilers, generators, pumps, and other auxiliaries. (When engine rooms are arranged starboard and port and are similar, starboard engine room will suffice.) See the following sheet(s).



Number 2 Type Solid Material Stainless Steel No. of blades each 2 Rotation: Std. R.H. Port L.H.
 Propellers on vessel at time of trial, BuShips Dr. No. 02697-34400 BuShips Serial No.: Std. 0127 Port 0127
 Design S. H. P., total 60,000 Pitch, measured or as set 12 ft. 7 in. Area, disc 117.86 sq. ft.
 Design r. p. m. 250 Ratio pitch to diameter (as set) 1.027 Proj. A 0.589
 Design speed, knots _____ Disc A _____
 Diameter 12 ft. 3 in. Area, projected 62.46 sq. ft. Mean width ratio 0.460
 Pitch, designed 12 ft. 7 in. Area, developed 63.42 sq. ft. Blade thickness fraction 0.048
 Pitch, adjustable from _____ Height of lower tip of blade ~~above~~ below keel 55.8 inches. Minimum tip clearance
 to _____ to hull 22 inches.
 Immersion of center line of hub at design trial draft 11.525 feet. Minimum clear-
 ance, leading edge to strut _____ inches.

CV102 for work, handle back for Subsequent Billing

ಪೂರ್ವಭಾಗದ ದಿಕ್ಕು **ಪಶ್ಚಿಮ ಭಾಗದ ದಿಕ್ಕು**

U.S.S. ID834

U.S.S. ID834

Synopsis Sheet "D"

REPRODUCED AT THE NATIONAL ARCHIVES

NAVY DEPARTMENT
BUREAU OF ENGINEERING
N. Eng. 77.—Revised June 1, 1907

(Fig. in with main text for description)

REDUCTION GEARS

Manufacturer DE LAVALCRUISING—SINGLE REDUCTION.
Type MAIN: DOUBLE REDUCTION.

	MAIN AT 250 R.P.M. OF PROP.						CRUISING AT 100 R.P.M. OF PROP.	
	First Reduction Pinion			First reduction gear	Second reduction pinion	Second reduction gear	Pinion	Gear
	H.P.	I.P.	L.P.					
R. p. m.	5680		4788	2219	2219	350	4857	1729
Pitch diameter, inches	9.600		11.400	24.600	12.765	87.265	7.575	12.125
Face width, inches	22.031		22.031	22.031	24.095	24.095	10.000	10.000
Bearings	Number	2	2	8	8	2	2	2
	Length, inches	5	5	5½	9	FWD. 18 AFT. 20	4	4
	Diameter, inches	5½	5½	9½	9½	16½	3½	4

SHAFTING AND BEARINGS.

	LINE SHAFT		STEAM TUBE SHAFT	PROPELLER SHAFT
	STBD.	PORT.		
Bearings	Number	6	2	2
	Length, inches	16	FWD. 46; AFT 56	FWD. 36; AFT 68
	Diameter, inches	15½	17½	18
Shaft	Length—feet, inches—one of each length listed.		42'-7"	52'-3½"
	Diameter, inches		16	16½
	Bore, inches		10¾	11¼
	Material		"AN" FORGING	"AN" FORGING
Type of covering			RUBBER COVERING	"C" COATS AND LEAD MILL PRESERVATIVE

THRUST BEARINGS	H. P. TURBINE	L. P. TURBINE	CRUISING TURBINE	PROPELLER
Manufacturer	KINGSBURY	KINGSBURY	KINGSBURY	KINGSBURY
Thrust collar diameter, inches	9½	9½	6½	28¼
Shoes, number, ahead	6	6	6	6
Shoes, number, astern	6	6	6	6

SHAFT CALIBRATION DATA

SHAFT NUMBER	AHEAD				ASTERN			
	1	2	3	4	1	2	3	4
Length ¹ of shaft calibrated—feet, inches								
Foot-pounds for 1-inch torque on _____ inch radius								
Length of shaft which torsion meter records—feet, inch								
Torsion meter constants (mechanical)								
Transformer ratio								
Over-all constant								

¹ Does not include thickness of couplings.

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Synopsis Sheet "7"

Entered by M. G. 3
Checked by

U. S. S. DP834

REPRODUCED AT THE NATIONAL ARCHIVES

NAVY DEPARTMENT
BUREAU OF ENGINEERING
N. Eng., 27. - Revised June 1, 1907

C/FM in with India ink for Manufacturing

BOILER DATA

Designed maximum combustion rates (full power):

1 EXPRESS TYPE, 3 DRUM, AIR ENCASED.
Number and type DIVIDED FIREPLACE, SINGLE UTILITY, SH. FIRED.Manufacturer BABCOCK & WILCOX CO.Pressure, designed 634 poundsPressure, superheater outlet 565 poundsPressure, test 951 poundsTemperature, superheater outlet 850 degrees F.

All pressures are gage pressures.

Lbs. of oil per sq. ft. total heating
surface (exclusive of economizer)Lbs. of oil per sq. ft. radiant heat
absorbing surface

Lbs. of oil per cu. ft. furnace volume

Std. side	Super- heater side	Average
1.32	2.50	1.65
39.92	31.63	35.85
17.88	14.73	16.38

Boilers	VOLUME OF FURNACE	BURNERS		SURFACE (Square feet)				
		Number of	Type of	Generating	Superheating	Economizer	Air preheating	Total
One boiler (A)	569	7	TOPP MECH. ATOM.	4,617	1,025	3,906		9,548
All boilers (A)	2276	28	TOPP MECH. ATOM.	18,468	4,100	15,624		38,192
One boiler (B)								
All boilers (B)								
Total all boilers								

(A) and (B) refer to boilers of different class. If ship has but one class boiler, (B) is (A) only.

BOILER TUBES

	NUMBER (Each)	OUTSIDE DIAM. (In.)	THICKNESS (In.)	REMARKS
Generating {	127	2	134	
	1266	1	85	
Stud tube division wall	26	2	134	
Water cooled side wall	26	2	134	
Superheating	282	1	109	U-TUBES
Economizer	62	2	165	U-TUBES
Superheater Support	2	3/4	250	
Downcomer	19	4 1/2	280	
Drum support	4	3 1/2	250	

Kind of forced draft OPEN FIRE ROOM; smoke pipes, height above furnace floor, feet FWD 55'-6", AFT 53'-0" (approx)

Area of smoke pipes <u>PER BOILER</u>			Pounds oil burned per hour (full power) (each group)		Area connected smoke pipe
1	18.1	square feet	1	515	
2	18.1	square feet	2	515	
3	18.1	square feet	3	515	
4	18.1	square feet	4	515	

1 Forward.
2 After.Entered by M.G.S.
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U.S.B. DB834

REPRODUCED AT THE NATIONAL ARCHIVES

NAVY DEPARTMENT
BUREAU OF ENGINEERING
N. BRAG. 77.—Revised June 1, 1927

(Fill in with letters and figures for designation)

DATA OF PUMPS, BLOWERS, AND COMPRESSORS

Name of unit	MAIN CONDENSATE PUMP			AUX. CONDENSATE PUMP		
	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT
Number	4	4	4	2		2
Location	TWO IN EACH ENGINE ROOM			ONE IN EACH ENGINE ROOM		
Type	CENTRIFUGAL	WORM GEAR	TURBINE	CENTRIFUGAL	DIRECT CONNECTED	MOTOR
Number of stages	2		1	2		
Manufacturer		DE LAVAL		DE LAVAL		ELECTRO-DYNAMICS
R. p. m. or d. s.	1150		5534	3500		3500
Capacity G.P.M.	325			25		
Discharge pressure	56.5 PSI			62 PSI		
Designed submergence	12"			30"		
Designed suction conditions	13.5 PSI SUCT. LIFT			13 PSI SUCT. LIFT		
Vertical or horizontal	VERTICAL		HORIZONTAL	VERTICAL		VERTICAL
Gear ratio		1 TO 4 5/8				
Governor			SPEED LIMITING			
Protection						
Horsepower			22.55	3.12		4
Voltage						440
Current						25 CYCLE 3 PH. A.C. TOTALLY ENCLOSED
Degree of motor enclosure						

Name of unit	MAIN COND. CIRCULATING PUMP			AUX. COND. CIRCULATING PUMP		
	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT
Number	2	2	2	2		2
Location	ONE IN EACH ENGINE ROOM			ONE IN EACH ENGINE ROOM		
Type	PROPELLER	HELICAL GEAR	TURBINE	CENTRIFUGAL	DIRECT CONNECTED	TWO SPEED MOTOR
Number of stages	1		1	1		
Manufacturer	WAEREN	WESTINGHOUSE	WESTINGHOUSE	BUFFALO		WESTINGHOUSE
R. p. m. or d. s.	840		4445	1150		1165/855*
Capacity G.P.M.	26,500			875		
Discharge pressure	135 PSI TOTAL HEAD			10 PSI		
Designed submergence				4 FT.		
Designed suction conditions	8" H ₂ O SUCT. LIFT					
Vertical or horizontal	VERTICAL		VERTICAL	HORIZONTAL		HORIZONTAL
Gear ratio		1 TO 4 46/48				
Governor			SPEED LIMITING			
Protection						
Horsepower	300		346	6.30		7.7/4.3
Voltage						440
Current						25 CYCLE 3 PH. A.C. TOTALLY ENCLOSED
Degree of motor enclosure						

* MOTOR R.P.M. IS GIVEN AT RATED FULL LOAD H.P.

Synopsis Sheet "H"
Sheet 1 of 2Entered by M.S.S.
Checked by

U.S.B. D834

REPRODUCED AT THE NATIONAL ARCHIVES

NAVY DEPARTMENT
BUREAU OF NAUTICS
H. Eng. 77—Revised June 1, 1937

GPN in with hulls not for identification

DATA OF PUMPS, BLOWERS, AND COMPRESSORS

Name of unit	MAIN FEED PUMP			MAIN FEED BOOSTER PUMP		
	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT
Number	4		4	4	4	4
Location	TWO IN EACH ENGINE ROOM			TWO IN EACH ENGINE ROOM		
Type	CENTRIFUGAL	DIRECT CONNECTED	TURBINE	CENTRIFUGAL	WORM GEAR	TURBINE
Number of stages	2		1-220V VEL	1		1
Manufacturer	DE LAVAL		DE LAVAL	DE LAVAL		
R. p. m. or d. s.	5220		5220	1145		5554
Capacity G.P.M.	425			455		
Discharge pressure	750 PSI			50 PSI		
Designed submergence				TYPE MIN. 12 FT. MAX.		
Designed suction conditions	25 PSI			15 PSI		
Vertical or horizontal	HORIZONTAL		HORIZONTAL	VERTICAL		HORIZONTAL
Gear ratio				1 TO 4 3/4		
Governor	CONSTANT PRESSURE		SPEED LIMITING			SPEED LIMITING
Protection			290			14.96
Horsepower						
Voltage						
Current						
Degree of motor enclosure						
Name of unit	AUX. FEED BOOSTER PUMP			MAIN FUEL OIL SERVICE PUMP		
	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT
Number	2		2	4	4	4
Location	ONE IN EACH ENGINE ROOM			TWO IN EACH FIRE ROOM		
Type	CENTRIFUGAL	DIRECT CONNECTED	MOTOR	POS. DISPL. ROTARY	WORM GEAR	TURBINE
Number of stages	1					1
Manufacturer	DE LAVAL		ELECTRO-DYNAMIC	DE LAVAL		
R. p. m. or d. s.	3500		3500	573		5014
Capacity G.P.M.	25			30		
Discharge pressure	55 PSI			350 PSI		
Designed submergence	TYPE MIN. 12 FT. MAX.					
Designed suction conditions	15 PSI			195 PSI		
Vertical or horizontal	VERTICAL		VERTICAL	VERTICAL		HORIZONTAL
Gear ratio				1 TO 8 1/2		
Governor				CONSTANT PRESSURE		SPEED LIMITING
Protection						
Horsepower	1.94		2.75			14.4
Voltage			440			
Current			60 CYCLES 2 PH. A.C. TOTALLY ENCLOSED			
Degree of motor enclosure						

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Synopsis Sheet "E"

Checked by M.C.S.
U.S.S. DD834

REPRODUCED AT THE NATIONAL ARCHIVES

NAVY DEPARTMENT
BUREAU OF ENGINEERING
N. B. 77, Revised June 1, 1927

(Fill in with data for description)

DATA OF PUMPS, BLOWERS, AND COMPRESSORS

Name of unit	FUEL OIL BOOSTER PUMP			MAIN LUBRICATING OIL PUMP		
	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT
Number	2	2	2	4	4	4
Location	ONE IN EACH FIRE ROOM			TWO IN EACH ENGINE ROOM		
Type	POS. DISPL. ROTARY	WORM GEAR	TURBINE	POS. DISPL. ROTARY	WORM GEAR	TURBINE
Number of stages	1			1		
Manufacturer	DE LAVAL			DE LAVAL		
R. p. m. or d. s.	355		5503	1085		5244
Capacity, G.A.M.	100			600		
Discharge pressure	100 P.S.I.			30 P.S.I.		
Designed submergence						
Designed suction conditions	25" HO. SUCT. NO. LIFT			10" HO. SUCT. NO. LIFT		
Vertical or horizontal	VERTICAL		HORIZONTAL	VERTICAL		HORIZONTAL
Gear ratio		1 TO 15 1/2			1 TO 4 1/2	
Governor			SPEEDS LIMITING		CONSTANT PRESSURE	SPEEDS LIMITING
Protection						
Horsepower			11.0			21.1
Voltage						
Current						
Degree of motor enclosure						

Name of unit	6" 9" 12" FIRE & BILGE PUMP			2" 6 1/2" 16" EMERGENCY FEED PUMP		
	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT
Number	4		4	2		2
Location	ONE IN EACH FIRE & ENGINE ROOM			ONE IN EACH ENGINE ROOM		
Type	SINGLE CYL. DIRECT ACTING	DIRECT ACTING	SINGLE CYL. DIRECT ACTING	SINGLE CYL. DIRECT ACTING	DIRECT ACTING	SINGLE CYL. DIRECT ACTING
Number of stages	1			1		
Manufacturer	WARREN			WARREN		
R. p. m. or d. s.	32			29.4		
Capacity	200			120		
Discharge pressure	100 P.S.I.			750 P.S.I.		
Designed submergence						
Designed suction conditions	5 FEET LIFT NO. SUCTION LIFT			35 P.S.I.		
Vertical or horizontal	VERTICAL		VERTICAL	VERTICAL		VERTICAL
Gear ratio						
Governor						
Protection						
Horsepower						
Voltage						
Current						
Degree of motor enclosure						

Entered by M. A. A.
Checked by

U. S. S. DD334

REPRODUCED AT THE NATIONAL ARCHIVES

NAVY DEPARTMENT
BUREAU OF ENGINEERING
N. Bldg., N.Y.—Revised June 1, 1957

(Fill in with India ink for photographing)

DATA OF PUMPS, BLOWERS, AND COMPRESSORS

Name of unit	FIRE & FLUSHING PUMP			FRESH WATER PUMP		
	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT
Number	2		2	2		2
Location	ONE IN EACH ENGINE ROOM			ONE IN EACH ENGINE ROOM		
Type	CENTRIFUGAL	DIRECT CONNECTED	MOTOR	CENTRIFUGAL	DIRECT CONNECTED	MOTOR
Number of stages	1			1		
Manufacturer	BUFFALO		WESTINGHOUSE	WARREN		GEN. ELEC.
R. p. m. or d. s.	3500		3535*	1750		1755*
Capacity G.P.M.	250			60		
Discharge pressure	100 P.S.I.			35 P.S.I.		
Designed submergence	4 FT.					
Designed suction conditions				7 P.S.I. SUCT. LIFT		
Vertical or horizontal	HORIZONTAL		HORIZONTAL	HORIZONTAL		HORIZONTAL
Gear ratio						
Governor						
Protection						
Horsepower	22.1		25	3.7		6
Voltage			440			440
Current			60 CYCLE 3 PH. A.C. TOTALLY ENCLOSED			60 CYCLE 3 PH. A.C. TOTALLY ENCLOSED
Degree of motor enclosure						

Name of unit	DIESEL F.O. SERVICE PUMP			S.W. BOOSTER PUMP FOR EMER. DIESEL GEN.		
	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT
Number	1		1	1		1
Location	STARBOARD SHAFT ALLEY			PORT SHAFT ALLEY		
Type	GEAR ROTARY	DIRECT CONNECTED	MOTOR	CENTRIFUGAL	DIRECT CONNECTED	MOTOR
Number of stages				1		
Manufacturer	NORTHERN		GEN. ELEC.	WARREN		ELECTRO-DYNAMIC
R. p. m. or d. s.	1120		1120	1750		1745*
Capacity G.P.M.	10			85		
Discharge pressure	25 P.S.I.			33.5 P.S.I.		
Designed submergence				4 FT.		
Designed suction conditions	15" Hg. SUCT. LIFT			2.25 P.S.I.		
Vertical or horizontal	HORIZONTAL		HORIZONTAL	HORIZONTAL		HORIZONTAL
Gear ratio						
Governor						
Protection						
Horsepower	0.6		0.75	0.9		1.1
Voltage			440			440
Current			60 CYCLE 3 PH. A.C. TOTALLY ENCLOSED			60 CYCLE 3 PH. A.C. TOT. ENCLOSED SUBMERSIBLE
Degree of motor enclosure						

* MOTOR R.P.M. IS GIVEN AT RATED FULL LOAD H.P.

Synopsis Sheet "H"
Sheet 4 of 2.Entered by M.G.S.
Checked by

U. S. S. D834

REPRODUCED AT THE NATIONAL ARCHIVES

NAVY DEPARTMENT
Bureau of Engineering
M. Reg. 77.—Revised June 1, 1927

(Fill in with letters and figures)

DATA OF PUMPS, BLOWERS, AND COMPRESSORS

Name of unit	FIRE PUMP - LARGE			FIRE PUMP - SMALL		
	Driven Unit	Reduction Unit	Driving Unit	Driven Unit	Reduction Unit	Driving Unit
Number	1		1	1		1
Location	REFRIGERATING ROOM			S. D. STORES - C12A		
Type	CENTRIFUGAL	DIRECT CONNECTED	MOTOR	CENTRIFUGAL	DIRECT CONNECTED	MOTOR
Number of stages	1			1		
Manufacturer	GARDNER-DENVER		GEN. ELEC.	GARDNER-DENVER		GEN. ELEC.
R. p. m. or d. c.	3550		3565	3550		3550
Capacity, G.P.M.	750			350		
Discharge pressure	150 PSI.			150 PSI.		
Designed submergence	4 FT. MIN.			4 FT. MIN.		
Designed suction conditions						
Vertical or horizontal	HORIZONTAL		HORIZONTAL	HORIZONTAL		HORIZONTAL
Gear ratio						
Governor						
Protection						
Horsepower	81.2		100	45.5		50
Voltage			440			440
Current			60 CYCLE 3 PH. A.C. DRIIP-PROOF MOTOR ENCLOSED			60 CYCLE 3 PH. A.C. DRIIP-PROOF MOTOR ENCLOSED
Degree of motor enclosure						

Name of unit	EVAP. DRIVE OYD. DISCH. PUMP (11000 G.P.M. PLANT)			DIST. COND. COTE. PUMP 12000 G.P.M. PLANT		
	Driven Unit	Reduction Unit	Driving Unit	Driven Unit	Reduction Unit	Driving Unit
Number	1		1	1		1
Location	FWD. ENGINE ROOM			FWD. ENGINE ROOM		
Type	CENTRIFUGAL	DIRECT CONNECTED	MOTOR	CENTRIFUGAL	DIRECT CONNECTED	MOTOR
Number of stages	1			1		
Manufacturer	BUFFALO		WESTINGHOUSE	BUFFALO		WESTINGHOUSE
R. p. m. or d. c.	3500		3510*	3500		3500
Capacity, G.P.M.	35			20		
Discharge pressure	22 PSI.			9.5 PSI.		
Designed submergence	3 FT. MIN.			2.5 FT. EVEN KEEL		
Designed suction conditions	25.5 IN. SUCTION			12.7 IN. SUCTION		
Vertical or horizontal	HORIZONTAL		HORIZONTAL	HORIZONTAL		HORIZONTAL
Gear ratio						
Governor						
Protection						
Horsepower	1.41		2	0.498		0.75
Voltage			440			440
Current			60 CYCLE 3 PH. A.C. TOTALLY ENCLOSED			60 CYCLE 3 PH. A.C. TOTALLY ENCLOSED
Degree of motor enclosure						

Checked by M.C.S.
U.S.S. DDB34

REPRODUCED AT THE NATIONAL ARCHIVES

NAVY DEPARTMENT
BUREAU OF ENGINEERING
W. WING, WY.—Revised June 1, 1917

(Use in table for description)

DATA OF PUMPS, BLOWERS, AND COMPRESSORS

Name of unit						
EVAP. FIRST EFFECT TUBE NEST DRAIN PUMP - 12000 G.P.D. PLANT.			DIST. COND. CIRC. PUMP - 12000 G.P.D. PLANT.			
	DRIVEN UNIT	REDUCTION UNIT	DRIVEN UNIT	DRIVEN UNIT	REDUCTION UNIT	DRIVEN UNIT
Number	1		1	1		1
Location	FWD. ENGINE ROOM		FWD. ENGINE ROOM	FWD. ENGINE ROOM		FWD. ENGINE ROOM
Type	CENTRIFUGAL	DIRECT CONNECTED	MOTOR	CENTRIFUGAL	DIRECT CONNECTED	MOTOR
Number of stages	1			1		
Manufacturer	BUFFALO		WESTINGHOUSE	BUFFALO		WESTINGHOUSE
R. p. m. or d. s.	3500		3510*	1750		1740*
Capacity G.P.M.	10			250		
Discharge pressure	32.7 PSI.			13 PSI.		
Designed submergence	3 FT. MIN.			4 FT.		
Designed suction conditions	7.4 PSI ABS.					
Vertical or horizontal	HORIZONTAL		HORIZONTAL	HORIZONTAL		HORIZONTAL
Gear ratio						
Governor						
Protection						
Horsepower	0.73		1.07	2.71		3.6
Voltage			440			440
Current			60 CYCLE 3 PH. A.C. TOTALLY ENCLOSED			60 CYCLE 3 PH. A.C. TOTALLY ENCLOSED
Degree of motor enclosure						
Name of unit						
DIST. COND. F. W. DISTRIBUTING PUMP - 12000 G.P.D. PLANT.			DIST. COND. CIRC. PUMP - 4000 G.P.D. PLANT.			
	DRIVEN UNIT	REDUCTION UNIT	DRIVEN UNIT	DRIVEN UNIT	REDUCTION UNIT	DRIVEN UNIT
Number	1		1	1		1
Location	FWD. ENGINE ROOM		FWD. ENGINE ROOM	AFT. ENGINE ROOM		AFT. ENGINE ROOM
Type	CENTRIFUGAL	DIRECT CONNECTED	MOTOR	CENTRIFUGAL	DIRECT CONNECTED	MOTOR
Number of stages	1			1		
Manufacturer	BUFFALO		WESTINGHOUSE	BUFFALO		DIEHL
R. p. m. or d. s.	3500		3490	1750		1750
Capacity G.P.M.	25			100		
Discharge pressure	13 PSI.			15 PSI.		
Designed submergence	4 FT. MIN.			4 FT. MIN.		
Designed suction conditions						
Vertical or horizontal	HORIZONTAL		HORIZONTAL	HORIZONTAL		HORIZONTAL
Gear ratio						
Governor						
Protection						
Horsepower	0.452		0.67	1.39		2
Voltage			440			440
Current			60 CYCLE 3 PH. A.C. TOTALLY ENCLOSED			60 CYCLE 3 PH. A.C. TOTALLY ENCLOSED
Degree of motor enclosure						

* MOTOR R.P.M. IS GIVEN AT RATED FULL LOAD H.P.

Synopsis Sheet "H"
a. b. c. d. e.Entered by M.G.S.
Checked by
U. S. S. DUB34

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NAVY DEPARTMENT
BUREAU OF ENGINEERING
H. H. H. 77--Revised June 1, 1917

(Print in this table for identification)

DATA OF PUMPS, BLOWERS, AND COMPRESSORS

Name of unit	DIST. COND. CITE. PUMP- 4000 G.P.D. PLANT.			DIST. COND. F.W. DISTRIBUTING PUMP- 4000 G.P.D. PLANT.		
	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT
Number	1		1	1		1
Location	AFT	ENGINE ROOM		AFT	ENGINE ROOM	
Type	CENTRIFUGAL	DIRECT CONNECTED	MOTOR	CENTRIFUGAL	DIRECT CONNECTED	MOTOR
Number of stages	1			1		
Manufacturer	BUFFALO		DIEHL	BUFFALO		DIEHL
R. p. m. or d. s.	3500		3500	3500		3500
Capacity G.P.M.	5			10		
Discharge pressure	12.8 P.S.I.			20 P.S.I.		
Designed submergence	2.8 FT.			4 FT.		
Designed suction conditions	15" HG. VAC.			1 P.S.I. HD.		
Vertical or horizontal	VERTICAL		VERTICAL	HORIZONTAL		HORIZONTAL
Gear ratio						
Governor						
Protection						
Horsepower	0.383		0.875	0.348		0.625
Voltage			440			440
Current			60 CYCLE 3PH. A.C. TOTALLY ENCLOSED			60 CYCLE 3PH. A.C. TOTALLY ENCLOSED
Degree of motor enclosure						
Name of unit	EVAP. BRINE OVERBOARD DISCH. PUMP- 4000 G.P.D. PLANT.			EVAP. FIRST EFFECT TUBE NEST DRAIN PUMP- 4000 G.P.D. PLANT.		
	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT
Number	1		1	1		1
Location	AFT	ENGINE ROOM		AFT	ENGINE ROOM	
Type	CENTRIFUGAL	DIRECT CONNECTED	MOTOR	CENTRIFUGAL	DIRECT CONNECTED	MOTOR
Number of stages	1			1		
Manufacturer	BUFFALO		DIEHL	BUFFALO		DIEHL
R. p. m. or d. s.	3500		3500	3500		3500
Capacity G.P.M.	15			4		
Discharge pressure	23.3 P.S.I.			32.7 P.S.I.		
Designed submergence	3 FT.			3 FT.		
Designed suction conditions	27" HG. VAC.			15" HG. VAC.		
Vertical or horizontal	VERTICAL		VERTICAL	VERTICAL		VERTICAL
Gear ratio						
Governor						
Protection						
Horsepower	1.035		1.5	0.933		1.5
Voltage			440			440
Current			60 CYCLE 3PH. A.C. TOTALLY ENCLOSED			60 CYCLE 3PH. A.C. TOTALLY ENCLOSED
Degree of motor enclosure						

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Synopsis Sheet "H"
Sheet 7 of 9.

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NAVY DEPARTMENT
BUREAU OF ENGINEERING
H. Mag. 77.-Revised June 1, 1907

(Fill in with data not by description)

DATA OF PUMPS, BLOWERS, AND COMPRESSORS

Name of unit	VACUUM PUMP FOR EMER. DIESEL GEN.			FORCED DRAFT BLOWER		
	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT
Number	1		1	3		3
Location	FWD DIESEL GENERATOR ROOM			FOUR IN EACH FIRE ROOM.		
Type	TURBINE VACUUM	DIRECT CONNECTED	MOTOR	PROPELLER	DIRECT CONNECTED	TURBINE
Number of stages	1			1		1
Manufacturer	NASH		GEN. ELEC.	WESTINGHOUSE		WESTINGHOUSE
R. p. m. or d. s.	3500		3450*	5075		5075
Capacity G.P.M.	3			19,300		
total head				25.5' H ₂ O		
Designed submergence						
Designed suction conditions	10" HG. VAC.					
Vertical or horizontal	HORIZONTAL		HORIZONTAL	HORIZONTAL		HORIZONTAL
Gear ratio						
Governor						
Protection						
Horsepower	0.25		0.525			12.5
Voltage			440			
Current			60 CYCLE 3 PH. A.C. TOT. ENCLOSED WATER PROOF			
Degree of motor enclosure						

Name of unit	LUBRICATING OIL PURIFIER PUMPS			DIESEL F.O. PURIFIER PUMPS.		
	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT
Number	2 INLET 2 OUTLET	2	2	1 INLET 1 OUTLET	1	1
Location	ONE IN EACH ENGINE ROOM.			5780. SHAFT ALLEY		
Type	GEAR ROTARY	SPUR GEAR	MOTOR.	GEAR ROTARY	SPUR GEAR	MOTOR
Number of stages						
Manufacturer	DE LAVAL SEPARATOR CO		GEN. ELEC.	DE LAVAL SEPARATOR CO.		GEN. ELEC.
R. p. m. or d. s.	596.5		1710	596.5		1710
Capacity G.P.M.	INLET 125 OUTLET 325			INLET 325 OUTLET 480		
Discharge pressure	OUTLET 25 P.S.I.			OUTLET 25 P.S.I.		
Designed submergence						
Designed suction conditions	INLET 10" HG.			INLET 10" HG.		
Vertical or horizontal	HORIZONTAL		HORIZONTAL	HORIZONTAL		HORIZONTAL
Gear ratio		1 TO 2 15/16			1 TO 2 15/16	
Governor						
Protection						
Horsepower			1.5			1.5
Voltage			440			440
Current			60 CYCLE 3 PH. A.C. TOTALLY ENCLOSED			60 CYCLE 3 PH. A.C. TOTALLY ENCLOSED
Degree of motor enclosure						

* MOTOR R.P.M. IS GIVEN AT RATED FULL LOAD H.P.

Synopsis Sheet "H"
Sheet 3 of 9.Checked by JAC-5
U. S. S. DD834

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NAVY DEPARTMENT
BUREAU OF ENGINEERING
N. Navg. 77--Revised June 1, 1907

(FPM in with inside tank for horsepower rating)

DATA OF PUMPS, BLOWERS, AND COMPRESSORS

Name of unit	67" 5 1/2" 2 1/2" 7" 7" 1 1/2" x 4 1/2" H.P. AIR COMPRESSOR			51" 3 1/2" 4" L.P. AIR COMPRESSOR		
	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT
Number	1	1	1	1		1
Location	AFT	FIRE ROOM		AFT	ENGINE ROOM	
Type	DOUBLE WATER-COOLED	HELICAL GEAR	TURBINE	VEE AIR-COOLED	DIRECT CONNECTED	MOTOR
Number of stages	4			2		
Manufacturer	WORTHINGTON	STURTEVANT	STURTEVANT	WORTHINGTON		GEN. ELEC.
R. p. m. or d. s.	585		5850	1160		1160
Capacity	20 CFM.			50 CFM.		
Discharge pressure	3000 PSI			100 P.S.I.		
Designed submergence						
Designed suction conditions	ATMOS. PRESS.			ATMOS. PRESS.		
Vertical or horizontal	VERTICAL		HORIZONTAL	VERTICAL		HORIZONTAL
Gear ratio		1 TO 10				
Governor	SEE NOTE		SPEED REGUL'G OVERSPEED TRIP	SEE NOTE		
Protection						
Horsepower			43	14		15
Voltage						440
Current						60 CYCLE 3 PH. A.C. OPEN DRIP PROOF
Degree of motor enclosure						
Note: Compressors fitted with automatic stop & start and unloading device.						

Name of unit	GLAND LEAKOFF EXHAUSTER					
	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT
Number	2		2			
Location	ONE IN EACH ENGINE ROOM					
Type	CENTRIFUGAL	DIRECT CONNECTED	MOTOR			
Number of stages	1					
Manufacturer	STURTEVANT		DIEHL			
R. p. m. or d. s.	3450		3500*			
Capacity	350 CFM.					
Discharge pressure or total head	7 1/2" H ₂ O TOTAL HEAD					
Designed submergence						
Designed suction conditions						
Vertical or horizontal	HORIZONTAL		HORIZONTAL			
Gear ratio						
Governor						
Protection						
Horsepower	0.93		2			
Voltage			440			
Current			60 CYCLE 3 PH. A.C. WATER-PROOF			
Degree of motor enclosure						

* MOTOR R.P.M. IS GIVEN AT RATED FULL LOAD H.P.

Synopsis Sheet "H"
Sheet 2 of 2Entered by M.A.S.
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NAVY DEPARTMENT
Bureau of Engineering
R. Eng. 77—Revised June 1, 1927

(72) to with last, but for the printing

CONDENSER DATA

	MAIN CONDENSERS	ASX. CONDENSERS
	2-HORIZONTAL SURFACE TYPE	2-HORIZONTAL SURFACE TYPE
Number and type	WOITHINGTON	WOITHINGTON
Manufacturer	ONE IN EACH ENGINE ROOM	ONE IN EACH ENGINE ROOM
Location		
Surfaces, square feet:		
Condensing	10,254	528
Air cooling	746	52
Total	11,000	580
Number of passes (circulating water)	1	2
Tubes:		
Number	6,404	554
Thickness, mils	49	49
Outside diameter, inches	5/8	5/8
Length, inches	128 5/8	79 1/8
Effective length, inches	126	77
Material	COPPER-NICKEL	COPPER-NICKEL
Tube joints:		
Inlet end	EXPANDED & FLARED	EXPANDED & FLARED
Outlet end	EXPANDED	EXPANDED
Tube sheets:		
Thickness, inches	1 1/2	1
Material	COPPER-NICKEL	COPPER-NICKEL
Water chests:		
Thickness, inches	3/16	1/2
Material	NICKEL-COPPER	GUN METAL
Main injection, diameter, inches	2 7/8	
Main ex/ld. diach. diameter, inches	50	
Circ. water inlet, diameter, inches		7
Circ. water outlet, diameter, inches		6

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U.S.S. DP334

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BUREAU OF ENGINEERING
N. Eng. 77.-Revised June 1, 1937

(Fill in with data and for stamping)

AIR EJECTOR DATA

	MAIN EJECTORS	AUX. EJECTORS
Number per condenser	1	1
Number per ship	2	2
Type and make	NAVY - TYPE A WORTHINGTON	NAVY - TYPE A WORTHINGTON
Steam nozzles:		
First stage material	STAINLESS ST. GR. 7	STAINLESS ST. GR. 7
Size, inches	0.147	0.076
Second stage material	STAINLESS ST. GR. 7	STAINLESS ST. GR. 7
Size, inches	0.1375	0.086
Intercondenser surface tubes:		
Number	177	52
Thickness, mils	49	49
Outside diameter, inches	5/8	5/8
Length, inches	38 1/4	38 1/4
Length, effective inches	36	36
Material	ADMIRALTY TYPE A	ADMIRALTY TYPE A
Number of passes	2	5
After condenser surface tubes:		
Number	86	24
Thickness, mils	49	49
Outside diameter, inches	5/8	5/8
Length, inches	38 1/4	38 1/4
Length, effective inches	36	36
Material	ADMIRALTY TYPE A	ADMIRALTY TYPE A
Number of passes	2	1
Gland seal condenser surface tubes		
Number	130	
Thickness, mils	49	
Outside diameter, inches	5/8	
Length, inches	38 1/4	
Length, effective inches	36	
Material	ADMIRALTY TYPE A	
Number of passes	3	

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U.S.S. DB834

(FBI) in which bottles had the following:

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BUREAU OF ENGINEERING
N. Eng. 71.—Revised June 1, 1927

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REFRIGERATING PLANTS

	COOL SPACE COMPART- MENTS	AIR COOLING			PROCESS WATER COOLING		SEA'S SERVICE STREAM	
		Central Station	Storing cabin	Powder magazines	X-ray dark room	Photograph laboratory	Ice cream freezer	Bath house
Manufacturer.....	CARRIER							
Refrigerant.....	F-12							
Number of complete units.....	2							
Capacity, each unit.....	2 Tons.							
Compressor:								
Speed, R.P.M.....	514							
Number of cylinders.....	2							
Bore, inches.....	4 1/4							
Stroke, inches.....	5							
Piston displacement, cu. in.....	85.116							
Type of drive.....	V BELT							
Condenser:								
Surface, sq. ft.....	29							
Water or air cooled.....	WATER							
Tubes:								
Number.....	32							
Diameter, INCHES.....	5/8							
Thickness, MILS.....	40							
Material.....	COPPER							
Type.....	STRAIGHT							
Length, INCHES.....	68 1/2							
Motor:								
Horsepower.....	7/8.5							
Speed, R.P.M.....	1680/890							
Voltage.....	440							
Current.....	45 STEEL 3.75 A.C.							
Evaporator:								
Surface.....								
Type of coils.....								
Piping: Material REFRIGERANT.....	COPPER							
ICE MAKING COILS.....	STEEL							
CIRCULATING WATER.....	COPPER							
Valves: Material REFRIGERANT.....	BRASS							
CIRCULATING WATER.....	BRASS							
Ice making boxes:								
Number.....	1							
Total capacity, HRS./24 HOURS.....	200							

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X. Eng. 77.—Revised June 1, 1927

(FTR in with tank tank for blanching)

EVAPORATING AND DISTILLING PLANTS

Manufacturer of plants GRISCOM-RUSSELL CO.
 Number and type of plants ONE - L.P. DOUBLE EFFECT, SINGLE SHELL, SUBMERGED TUBE TYPE.
 Capacity of each plant:
 Normal 12,000 GALLONS PER 24 HOURS
 Clean tube 15,600 GALLONS PER 24 HOURS
 Number and capacity of test tanks 2 TANKS - TOTAL CAPACITY: 120 GALLONS
 Air ejectors:
 Number per plant 2 - SINGLE STAGE, SINGLE JET.
 Make C. H. WHEELER MFG. CO.
 Steam consumption 140 LBS. PER HOUR AT 125 P.S.I.
 Air handling capacity 160 PER HOUR FREE AIR PLUS ASSOCIATED VAPORS AT 100°F AND (3.8) INCHES Hg ABS.
 Type of feed regulation MANUAL

Entered by M.S.S.
Checked by

HEAT EXCHANGER DATA FOR EACH PLANT

	Evaporators	Vapor feed heaters	Condensate coolers	Drain coolers	Air ejector condenser	Distiller condenser	
						Inner heater	Distiller section
Number of units	2	1	1		1	1	1
Heating surface, square feet	123	48.6	26.1		30	48	118
Tubes:							
Number	181	66	40		47	54	133
Diameter, inches	5/8	5/8	5/8		5/8	5/8	5/8
Thickness, mils	66	49	49		49	49	49
Material	ADMIRALTY	COPPER NICKEL	COPPER NICKEL		COPPER NICKEL	COPPER NICKEL	COPPER NICKEL
Type	STRAIGHT	STRAIGHT	STRAIGHT		STRAIGHT	STRAIGHT	STRAIGHT
Effective length, inches	59 1/2	54 1/2	47 1/2		48	65 1/2	65 1/2
Over-all length, inches	61 5/8	55 7/8	49 1/2		49 5/8	66 1/8	66 3/8
Number of passes:							
Shell	1	1	2		1	1	2
Tubes	2	6	4		3	3	2
Tube sheets:							
Thickness, inches	FRONT 3/8 REAR 3/8	FRONT 3/8 REAR 3/8	3/4		3/4	3/4	3/4
Material	NAVAL BRASS	COPPER NICKEL	COPPER NICKEL		COPPER NICKEL	COPPER NICKEL	COPPER NICKEL
Shell:							
Outside diameter, inches	71 3/8		7 3/8		8.643		
Thickness, inches	7/16		0.134		0.134		
Material	CLIN METAL		S.D. COPPER		S.D. COPPER		
Diameter over ribs, inches	77 1/8						

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BUREAU OF ENGINEERING
N. Eng. 77—Revised June 1, 1927

(274 is with index tab for identification)

EVAPORATING AND DISTILLING PLANTS

Manufacturer of plants GRISCOM, RUSSELL CO.
 Number and type of plants ONE, L.P. DOUBLE EFFECT, SINGLE SHELL, SUBMERGED TUBE TYPE
 Capacity of each plant:
 Normal 4000 GALLONS PER 24 HOURS
 Clean tube 5200 GALLONS PER 24 HOURS
 Number and capacity of test tanks 2 TANKS - TOTAL CAPACITY 100 GALLONS
 Air ejectors:
 Number per plant 2 - SINGLE STAGE, SINGLE JET
 Make C. H. WHEELER MFG. CO.
 Steam consumption 10 LBS. PER HOUR AT 125 P.S.I.
 Air handling capacity 3 LBS. PER HOUR FREE AIR PLUS ASSOCIATED VAPORS AT 100°F AND 1.5" HG. ABS.
 Type of feed regulation MANUAL

Entered by M.G.S.
Checked by

HEAT EXCHANGER DATA FOR EACH PLANT

	Evaporators	Vapor feed heaters	Condensate coolers	Drain coolers	Air ejector condenser	Distiller condenser	
						Inner heater	Distiller section
Number of units	2	1	1		1	1	1
Heating surface, square feet	42	17.1	15.7		24.6	24.5	24.7
Tubes:							
Number	55	24	36		20	29	65
Diameter, INCHES	$\frac{5}{8}$	$\frac{5}{8}$	$\frac{5}{8}$		$\frac{5}{8}$	$\frac{5}{8}$	$\frac{5}{8}$
Thickness, MILS	65	49	49		49	49	49
Material	AMIRALTY	COPPER NICKEL	COPPER NICKEL		COPPER NICKEL	COPPER NICKEL	COPPER NICKEL
Type	STRAIGHT	STRAIGHT	STRAIGHT		STRAIGHT	STRAIGHT	STRAIGHT
Effective length, INCHES	56	52 $\frac{3}{4}$	51 $\frac{3}{4}$		56	62 $\frac{3}{4}$	62 $\frac{3}{4}$
Overall length, INCHES	57 $\frac{1}{2}$	54 $\frac{1}{2}$	53 $\frac{1}{2}$		57 $\frac{1}{2}$	64 $\frac{1}{2}$	64 $\frac{1}{2}$
Number of passes:							
Shell	1	1	2		1	1	2
Tubes	2	2	4		2	4	2
Tube sheets:							
Thickness, INCHES	FRONT $\frac{15}{16}$ REAR $\frac{3}{8}$	FRONT $\frac{15}{16}$ REAR $\frac{3}{8}$	$\frac{7}{8}$		$\frac{3}{4}$	$\frac{3}{4}$	$\frac{3}{4}$
Material	NAVAL BRASS	COPPER NICKEL	COPPER NICKEL		COPPER NICKEL	COPPER NICKEL	COPPER NICKEL
Shell:							
Outside diameter, INCHES	45 $\frac{3}{4}$		7.993		6 $\frac{1}{8}$		
Thickness, INCHES	$\frac{3}{8}$		0.154		0.120		
Material	GUN METAL		COPPER		COPPER		

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Synopsis Sheet "M"
Sheet 2 of 2.

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NAVY DEPARTMENT
BUREAU OF ENGINEERING
N. Eng. 77.-Revised June 1, 1937

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MOTOR GENERATOR DATA

	Generator	GENERATOR Reduction	Motor	AMPLIDYNE Generator	Reduction	Motor
Number.....						
Location.....	UNDERWATER SOUND RM.			UNDERWATER SOUND RM.		
Service.....	ECHO RANGING			ECHO RANGING		
Type.....						
Class.....						
Manufacturer.....						
Kv-a or kw output.....			4.0			1.5
Horsepower.....			440			440
Voltage.....	600 1500	75 120	5.8			3.0
Current.....						
Power factor.....						
Phase.....	D.C.	D.C.	3			3
R. p. m.....	1750	1750	1750			1800
Cycles.....			60			60
Starting panel	Manufacturer..... Type..... Current..... Method of control.....			Manufacturer..... Type..... Current..... Method of control.....		

MOTOR GENERATOR DATA

	Generator	Reduction	Motor	Generator	Reduction	Motor
Number.....						
Location.....						
Service.....						
Type.....						
Class.....						
Manufacturer.....						
Kv-a or kw output.....						
Horsepower.....						
Voltage.....						
Current.....						
Power factor.....						
Phase.....						
R. p. m.....						
Cycles.....						
Starting panel	Manufacturer..... Type..... Current..... Method of control.....			Manufacturer..... Type..... Current..... Method of control.....		

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BUREAU OF ENGINEERING
N. Bldg. 77, Revised June 1, 1927

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MOTOR GENERATOR DATA

	Generator	GENERATOR Reduction	Motor	Generator	GENERATOR Reduction	Motor
Number	1	1	1	1	1	1
Location	EMERG.	RADIO	ROOM	1ST PLAT. PASSAGE	FRS. G-72	STBD.
Service	TAJ SERIES - RADIO TRANSM.			TBK SERIES - RADIO TRANSM.		
Type						
Class						
Manufacturer						
Kv-a or kw output			4.0	1.5 KW	0.6 KW	0.1 KW
Horsepower	3000	250	440	3000	250	440
Voltage	1500	600	5.5	1500	1500	440
Current				0.50	0.40	0.13
Power factor						0.80
Phase	D.C.	D.C.	3	D.C.	D.C.	3
R. p. m.	1750	1750	1750	1750	1750	1750
Cycles			60			60
	SEPARATELY EXCITED	SELF- EXCITED		SEPARATELY EXCITED	SELF- EXCITED	
Starting panel	Manufacturer Type Current Method of control			Manufacturer Type Current Method of control		

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Checked by

U. S. S. DD692 CLASS

MOTOR GENERATOR DATA

	Generator	GENERATOR Reduction	Motor	Generator	GENERATOR Reduction	Motor
Number	1	1	1	1	1	1
Location	1ST PLAT. PASSAGE FRS. G-72-STBD			1ST PLAT. PASSAGE FRS. G-72-STBD		
Service	TBS SERIES - RADIO TRANSM.			TBL SERIES - RADIO TRANSM.		
Type						
Class						
Manufacturer						
Kv-a or kw output			1.0	0.64 KW	1.4 KW	
Horsepower	875	300	440	250	2000	440
Voltage				1000		
Current						
Power factor						
Phase	D.C.	D.C.	3	D.C.	D.C.	3
R. p. m.			60			60
Cycles						
	SELF- EXCITED	SELF- EXCITED				
Starting panel	Manufacturer Type Current Method of control			Manufacturer Type Current Method of control		

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Synopsis Sheet "O"
SHT. 2 OF 3

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NAVY DEPARTMENT
BUREAU OF ENGINEERING
N. ENG. 77, Revised June 1, 1937

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MOTOR GENERATOR DATA

	Generator	Reduction	Motor	Generator	Reduction	Motor
Number.....	1		1	2		2
Location.....	INT.	COMM. ROOM		INT.	COMM. ROOM	
Service.....	INT.	COMM. SERVICE		GYRO	STABILIZER	
Type.....	B224		K224			
Class.....						
Manufacturer.....	GENERAL ELECTRIC CO.					
Kv-a or kw output.....	2.5 KW			140 V.A.		
Horsepower.....			5			0.25
Voltage.....	120		440	70		115
Current.....	20.8		6.05	1.15		2.0
Power factor.....			0.83	0.20		0.48
Phase.....	D.C.		3	3		3
R. p. m.....	3415		3415	1750		1750
Cycles.....			60	146		60
	SELF			SEPARATELY		
	EXCITED			EXCITED		
Starting panel	Manufacturer GENERAL ELECTRIC CO. Type ACROSS-LINE, MAGNETIC Current..... Method of control SEMI-AUTO			Manufacturer..... Type..... Current..... Method of control.....		

Entered by
Checked by

U. S. S. DD692 CLASS

MOTOR GENERATOR DATA

	Generator	Generator	Motor Reduction	Motor	Generator	Reduction	Motor
Number.....	2	2	2	2	1		1
Location.....	INT. COMM. ROOM				INT. COMM. ROOM		
Service.....	GYRO COMPASS				SHAFT REV. IND.		
Type.....							
Class.....							
Manufacturer.....							
Kv-a or kw output.....					75 V.A.		
Horsepower.....							0.193
Voltage.....	60	120	24	115	115		120
Current.....					0.65		1.2
Power factor.....					0.80		
Phase.....	3	D.C.	D.C.	3	1		D.C.
R. p. m.....					1800		1800
Cycles.....	195			60	60		
					ROTARY CONVERTER		
Starting panel	Manufacturer..... Type..... Current..... Method of control.....				Manufacturer..... Type..... Current..... Method of control.....		

4-775

Synopsis Sheet "O"

SNT. 3 OF 3

REPRODUCED AT THE NATIONAL ARCHIVES

NAVY DEPARTMENT
BUREAU OF ENGINEERING
N. Eng. 751-- Revised June 1, 1937

(Pencil with India ink for blueprinting)

SEARCHLIGHTS

	D.C.	D.C.	D.C.	G.E.A.C.
Manufacturer	SPERRY GYRO CO.	GENERAL ELECTRIC CO.	GENERAL ELECTRIC CO.	CORSETTS LIGHTING CO.
Size	36"	36"	36"	12"
Rating	150-190A; 75-95V-ARC	150-195A; 105-125V-ARC	75-80A; 65-70V-ARC	
Breaker setting				
Number	21	21	2	29
Navy Type	36-18B	36-20		
NOTE: EQUIPMENT FROM EITHER VENDOR MAY BE INSTALLED ON SAME VESSEL.				

Entered by _____
Checked by _____

TRANSFORMERS

	MAIN LTG - FWD	MAIN LTG - AFT	INT. COMM. & FIRE CONTROL	RADIO CENTRAL PWR
Manufacturer		WESTINGHOUSE E.	ELECTRIC & MFG. CO.	
Voltage ratio	450/117	450/117	450/120	450/117
Rating	25 KVA	25 KVA	25 KVA	1.5 KVA
Connections		DELTA	DELTA	
Number	3	3	3	3

U. S. S. DD692 CLASS

STORAGE BATTERIES

	1	2	3	4
Service	MOTOR BOATS	DIESEL A.C. GEN. SET FWD & AFT	SIGHT LTG GUN FIRING 5" GUN MTS. N° 1105	5" GUN DIRECTOR SIGHT LIGHTING
Navy class	6V-5BMD-175 A.H.	6V-5BMD-175 A.H.	6V-5BM-100 A.H.	6V-5BM-100 A.H.
Number of trays	4	6	1	1
Assigned tray numbers				
Manufacturer	THE ELECTRIC STORAGE BATTERY CO.			
Date of initial charge				
Number of trays	4	16	3	1
Used	4	12	3	1
Spares		4		
		INCLUDES SPARES FOR ITEMS N° 1 & 2		

*** 4-7076

Synopsis Sheet "P"

SHT 1 OF 4

(Fill in with India ink for blinoprinting)

Entered by
Checked by

[illegible]

U. S. S. DD692 CLASS

[illegible]

	5	6	7	8
Service.....	GYRO COMPASS	TORPEDO TUBES 112	TORPEDO DIRECTOR	FLOOD LANTERNS
Navy class.....	GV-SBM-100 A.H.	GV-SBM-50 A.H.	GV-SBM-50 A.H.	2V-SBP-25 A.H.
Number of trays.....	4	1	1	4
Assigned tray numbers.....	THE ELECTRIC STORAGE BATTERY CO.			GOVT. FURNISHED
Manufacturer.....				
Date of initial charge.....				
Number of trays.....				
Total.....	4	2	3	8
Used.....	4	2	2	8
Spares.....	—		② 1	—
			② INCLUDES SPARES FOR ITEMS Nos 6 & 7	

REPRODUCED AT THE NATIONAL ARCHIVES

NAVY DEPARTMENT
BUREAU OF ENGINEERING
N. Eng. 37, - Revised June 1, 1947

(Fill in with India ink for blueprinting)

SEARCHLIGHTS

Manufacturer.....				
Size.....				
Rating.....				
Breaker setting.....				

Entered by _____
Checked by _____

TRANSFORMERS

	GUN FIRING	TORPEDO FIRING	DEPTH CHARGE PROJECTOR FIRING
Manufacturer.....	DONGAN	ELECTRIC MFG.	CO.
Voltage ratio.....	115/20	115/20	115/20
Rating.....	200 V.A.	200 V.A.	200 V.A.
Connections.....		SINGLE PHASE	
Number.....	3	1	6

U. S. S. DD-692 CLASS

STORAGE BATTERIES

Service.....			
Navy class.....			
Number of trays.....			
Assigned tray numbers.....			
Manufacturer.....			
Date of initial charge.....			

4-7073

Synopsis Sheet "P"

SHT 3 OF 4

(Pyl) in with india ink for blue staining

Entered by _____
Checked by _____

[illegible]

U.S.S. DD692 CLASS

[illegible][illegible]

EXHIBIT D

1957 Navy Documents re: *USS Turner*

REPORT OF MATERIAL INSPECTION

OF

U.S.S. TURNER (DDR 834)

HELD

16 MAY 1957

COMBANDER DESTROYER SQUADRON FOURTEEN

ASSISTED BY COMBANDER DESTROYER DIVISION ONE HUNDRED FORTY TWO

AND U.S.S. KENNETH D. BAILEY (DDR 713)

AT

TARANTO, ITALY

III - GENERAL COMMENT

1. The U.S.S. TURNER (DDR 834) is a destroyer of the Gearing (692-711) class, 390 feet, 6 inches overall length, 40'10" beam, 3460 ton full load displacement, twin screw, 60,000 SHP, geared turbine drive. The vessel was built by the Bath Iron Works, Bath Maine, and was first commissioned 12 June 1945. The last docking was 12 September 1956 in the Philadelphia Naval Shipyard.

2. a. Chronological summary of activities of the vessel since last overhaul:

<u>MONTH AND YEAR</u>	<u>EMPLOYMENT AND AREA</u>
APR 55 - JUN 55	Shipyard Overhaul, Philadelphia, Pa.
JUN 55 - JUL 55	ISE and Upkeep, Newport, Rhode Island
JUL 55 - AUG 55	Refresher Training, Guantanamo Bay Cuba
SEP 55 - OCT 55	Type Training and Upkeep; restricted availability Boston Naval Shipyard for repair of Sonar Dome.
NOV 55 - FEB 56	Operations with U.S. SIXTH Fleet
MAR 56 - MAY 56	Type Training and Upkeep, Newport, Rhode Island
JUN 56 - JUL 56	Midshipman Cruise, Northern Europe and Caribbean Area.
AUG 56 - OCT 56	Type Training and Upkeep, Newport, Rhode Island
NOV 56 - DEC 56	Carrier Operations, Atlantic
JAN 57 - FEB 57	Type Training and Upkeep, Newport, Rhode Island
MAR 57 - MAY 57	Operations with U.S. SIXTH Fleet

b. Periods of inactivation, immobility or non-naval service:

Date last tender availability: 18 - 25 April 1957
 Number of days vessel underway since last overhaul: 600
 Number of days vessel not underway since last overhaul: 135
 Engine miles steamed since last shipyard overhaul: 87,627

c. Prospective date of next regular overhaul: 19 September 1957 at Boston Naval Shipyard.

3. a. Date of last Insurv Inspection: 22 March 1955

b. Serious damage or derangement since last Insurv Inspection:

- (1) The feed water was contaminated with oil on 7 August 1956
- (2) Nine tubes were out in number one boiler on 28 April 1956

c. Status and Fleet assignment of vessel: Active - Atlantic Fleet (DESS-AT)

VI - MACHINERY INSTALLATION1. GENERALGENERAL
COMMENT

- a. The machinery and boilers of the USS TURNER were, in general, in satisfactory condition. Logs and records were well maintained and up to date. However, the Machinery History and CSMP were not up to date. The material condition and appearance of the engine-rooms and the firerooms was in an unsatisfactory state.

MAIN
ENGINES

- b. The main engines consist of two 30,000 SHP, LP and HP turbines manufactured by the General Electric Co. Each HP and LP turbine is connected through a double reduction gear in a propeller shaft. In addition, there are two cruising turbines installed. These cruising turbines are forward and connected to the HP turbines through a single reduction gear. The latest DESLANT Machinery Inspection Report of December 1956 shows the turbines to be in good condition. Inspection of the latest bearing and thrust readings revealed no indication of an unsatisfactory condition of the turbines. All readings are within tolerance.

REDUCTION
GEARS

- c. The main reduction gears consist of two (2) sets of DeLay Co. double helical, double reduction gears. The DESLANT Machinery Inspection Report of December 1956 shows gear teeth of #1 main reduction gear to have slight pitting.

LUBRICATION

- d. Results of the chemical analysis of the lubricating oil taken March 1957 by the USS EVERGLADES (AD 24) indicated oil to be in satisfactory condition for continued use.

SHAFTING AND
PROPELLORS

- e. Vessel last drydocked 9 September 1955. Results of last underwater hull inspection taken 20 March 1957; 2' of the port bilge keel and 10' of the starboard bilge keel were off because of being rolled back. No. 2 spring bearing, starboard shaft stuffing box leaks oil evidently from fuel oil tank B-9 $\frac{1}{2}$ -F.

MAIN
CONDENSERS

- f. The main condensers consist of two (2) single pass condensers manufactured by the Foster-Wheeler Corp. The condensers are in good condition.

CONDENSERS
AUXILIARY

- g. There are two (2) double pass auxiliary condensers manufactured by the Worthington Corp. The auxiliary condensers are in satisfactory condition.

PUMPS

- h. The various pumps were inspected and found to be in a satisfactory condition with the following exceptions:
- (1) No. 1 and No. 2 Fire and Flushing pumps experiencing difficulty with bearings and wearing rings. The found of both pumps were heavily corroded and rusted.

RECOMMEND

(a) SHIPALIT DD991D - Replacement of Fire and Flushing Pump be accomplished and foundations be replaced.

(2) No. 1 Evaporator Brine Pump foundations were heavily corroded and rusted.

RECOMMEND

(a) Replacement of pump foundation.

(a) No. 3 Main Feed Pump shaft sleeves heavily scored.

RECOMMEND

(a) Renewal of shaft sleeves.

PIPING, VALVES
AND FITTINGS

i. The piping valves and fittings are, in general, in satisfactory condition. The piping in the bilges, including the HP and LP drains and the Bilge and Ballast System are in poor condition. Pipe hangers and braces in the bilges are corroded and rusted.

RECOMMEND

(1) Replacement of pipe hangers and braces. Replacement of HE drain system with heavier piping and replacement of septic LP drain and Bilge and Ballast System which have not been renewed by tenders.

LAGGING

j. Lagging in both firerooms and enginerooms is in unsatisfactory condition.

RECOMMEND

(1) Renewal of approximately 75% of lagging by Naval Shipyard.

EVAPORATORS

k. There are two (2) Griscom Russel Co., low pressure units; one 4000 GPD and one 12000 GPD unit. No. 1 evaporator was inspected and found to be in good condition. There was no scale present

RECOMMEND

(1) Acid bath at the next shipyard availability.

D. A. FEED
TANKS

l. There are two (2) deaerating feed tanks manufactured by the Elliot Co. No. 1 D.A. tank was inspected and found to be in fair condition. Slight trace of oil with approximately $\frac{1}{2}$ pound mud balls was found near the suction strainer. The oil deflectors in the main engines have been renewed since the last previous opening and cleaning of the No. 1 D.A. tank. No trace of oil found anywhere else in the feed water system, therefore, presume oil is carried over from the last time oil experienced in system.

BOILERS

m. There are four (4) Babcock and Wilcox 3 drum, express type, divided furnace, single uptake, superheat controlled boilers installed operating at a pressure of 600 psi at 850F. There are two boilers in each fireroom. The steaming hours since last cleaning as of 24 March 1957:

BOILERFIRESIDESWATERSIDES

1
2
3
4

194.5
120.7
0.0
209.7

644.9
120.7
579.5
736.0

Inspection of No. 4 boiler revealed the following defects:

- (1) Excessive slag on deck both on saturated and superheat
- (2) Plastic front cracked on both sides.
- (3) Back walls and slopes spalling on both sides.
- (4) Studded tubes on both sides required patching with chrome.
- (5) Bailey feed water regulator inoperative. Does not hold water level and is not completely connected.
- (6) Drain holes plugged. Leakage of fuel oil from burners into air casing occurs.
- (7) Boiler requires better preservation underneath.
- (8) Superheater inspection plates and economizer not opened inspection.
- (9) All main steam hanger springs in poor state of preserve due to rusting.

RECOMMEND

- (a) Installation boiler compound injector tank both fir Complete rebrick No. 4 boiler.

UPTAKES AND SMOKEPIPES

- n. The uptakes and smokepipes were in unsatisfactory condition due to heavy accumulation of dirt and dust. DESLANT Class Item DD111 - the installation of coaming around the forced draft intakes has been 50% completed.

RECOMMEND

- (1) SHIPALT DD1098 - modify air intake louvre for forward smoke stack be accomplished.

FORCED DRAFT BLOWERS

- o. There are eight Westinghouse electric turbine driven propel forces draft blowers. The blowers, in general, are in good condition. The counterweight on the flaps on No. 6 blower not balanced and will not close the flaps.

RECOMMEND

- (1) SHIPALT 1047K - Modification to lube oil system be accomplished.

FUEL APPARATUS

- p. The fuel apparatus, in general, was in satisfactory condition.

REFRIGERATION UNIT

- q. There are two Carrier Model 7H5 freon 12, 2 ton capacity car refrigerating units. Units were found to be on a satisfactory condition. However, there was a scale on the condensers which the ship's force is unable to clean because of lack of equipment.

RECOMMEND

- (1) Shipyard clean scale from the condensers.

INSTRUMENTS MECHANICAL MEASURING

- r. The instruments were, in general, in satisfactory condition. Numerous gauges required calibration and several gauge glass were broken.

REPAIR EQUIPMENT LIFTING JACK

- s. Repair equipment and lifting jack appears to be adequate and in satisfactory condition.

STEAM
SMOTHERING
APPARATUS

t. The boiler air casings and the bilges in front of the boiler are equipped with steam smothering systems. They were not but were reported as being in satisfactory operating condition.

SHIP'S
SERVICE
GENERATOR

u. There are two General Electric Co. turbines connected to the ship's service 400 KW generator; each through a single reduction gear. The ground test readings conducted were good. The turbines were very dirty and the slip ring brushes were frozen in the brushes.

EMERGENCY
DIESEL
GENERATOR

v. There are two General Motors Corporation 2 cycle, 3 cylinder 1200 rpm diesel engines directly connected to a 100 KW generator. The generators were in good condition. Ground tests conducted were good.

REPAIR
SHOP

w. There is one combination machine and electrical workshop containing bench grinder, drill press and electrical test panel. Equipment was in satisfactory condition.

DAMAGE
CONTROL

x. The vessel was designed for split plant operation. The flexibility and usefulness of the piping system was satisfactory.

ENGINEER'S
OFFICE AND
TESTING
EQUIPMENT

y. The Engineer's Office and the testing equipment are considered adequate.

AIR
COMPRESSORS

z. There are two Worthington Corporation Air Compressors; one 100 psi 20 cfm and one 100 psi, 50 cfm units. Both air compressors were in good condition.

EXHIBIT E

Deposition of Plaintiff, John DeVries (Jan. 15, 2013, selected pages

JOHN B. DeVRIES and : COURT OF COMMON PLEAS
ROBERTA G. DeVRIES, : PHILADELPHIA COUNTY

h/w :
Plaintiffs :
: DECEMBER TERM, 2012
vs. :

:
ALLEN-BRADLEY : NO. 3661
COMPANY, et al. :
Defendants : ASBESTOS CASE

TUESDAY, JANUARY 15, 2013

Videotaped Discovery
Deposition of JOHN B. DeVRIES, taken pursuant
to notice, held at the offices of Veritext
National Court Reporting Company, 1801 Market
Street, Suite 1800, Philadelphia, Pennsylvania
on the above date, beginning at or about 10:10
a.m., before Kathleen Woods Logue,
Professional Reporter and Notary Public there
being present.

VERITEXT NATIONAL COURT REPORTING COMPANY
MID-ATLANTIC REGION
1801 Market Street - Suite 1800
Philadelphia, Pennsylvania 19103

Page 10

1	I N D E X		
2	---		
2	WITNESS	EXAMINATION	
3	JOHN B. DeVRIES		
4	BY MR. STOKES	14	
5	BY MS. SCHWEIZER	173, 224	
6	BY MR. REICH	214, 225, 237, 250,	
7		276, 286	
8	BY MR. WEINBERG	226, 240	
9	BY MS. GUSTAFSON	242, 254	
10	BY MR. MASTROIANNI	257, 283	
11			
12			
13			
14			
15	E X H I B I T S		
16	---		
17	NUMBER	DESCRIPTION	PAGE MARKED
18	DeVries 1	Complaint	60
19	DeVries 2	USS TURNER documents	60
20			
21			
22			
23			
24			
25			

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Page 11

1 JOHN B. DeVRIES

2 MR. REICH: Good morning,

3 ladies and gentlemen. We're here for the

4 deposition of Mr. John DeVries. I wanted to

5 make the record clear that anybody who is here

6 today and participates is not in any way

7 waiving the requirement of proper service

8 which we will of course take care of.

9 We sent out by Record Trak

10 some documents, one of which was, by way of

11 product identification, the defendants that

12 were sued with Mr. DeVries' initials next to

13 the ones that he recognized on the TURNER.

14 I have some extras. Everybody

15 should have received copies. But if for some

16 reason there was like a last minute switch and

17 you got stuck coming here and didn't think you

18 were going to and didn't get the paperwork, I

19 have some extras. Also, in addition to that,

20 some documents from the National Archives with

21 regard to the ship that Mr. DeVries was on

22 which was the TURNER, USS TURNER which was

23 DD/DDR-834.

24 And, again, I have some, not a

25 lot of extra of those, which also were sent

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Page 40

1 JOHN B. DeVRIES
2 Q. Upon graduation from Cornell did you
3 then obtain a job?
4 A. No.
5 Q. What did you do after graduation?
6 A. The U.S. Navy had sent me to Cornell.
7 At the conclusion of my college I immediately
8 was commissioned an ensign and reported to the
9 USS TURNER.
10 Q. Do you recall the date when you enlisted
11 in the U.S. Navy?
12 A. Well, properly I entered the Navy before
13 going to Cornell as a midshipman at Cornell.
14 Q. When did you actively join the Navy?
15 A. June of 1957. Again, when I reported
16 aboard the USS TURNER.
17 Q. And when were you discharged from the
18 U.S. Navy?
19 A. June of 1960.
20 Q. Did you serve aboard any other ships or
21 at any other bases aside from the USS TURNER?
22 A. No.
23 Q. When you were discharged from the Navy
24 in 1960 did you then obtain a job?
25 A. Yes.

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Page 41

1 JOHN B. DeVRIES
2 Q. And where did you work then?
3 A. Rohm & Haas Company.
4 Q. Do you recall your first -- the date of
5 your first day at Rohm & Haas?
6 A. No.
7 Q. Would it have been June of 1960?
8 A. Yes.
9 Q. And for how long did you work at Rohm &
10 Haas?
11 A. Again, I've given the information to our
12 attorney.
13 Q. We have here a retirement date of
14 December 1, 1992. Does that sound correct?
15 A. It sounds probably.
16 Q. What was your position at Rohm & Haas?
17 A. Sales and marketing.
18 Q. And what types of products or services
19 were you selling and marketing?
20 A. Plastic materials and plastic additives.
21 Q. Was this a sales and marketing job where
22 you had to leave the DuPont -- or the Rohm &
23 Haas facility or did you always work within
24 the facility?
25 A. No. I traveled considerably.

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Page 64

1 JOHN B. DeVRIES
2 operation of a ship or a Navy vessel?
3 A. Yes, in the sense of how you would
4 control the ship on the bridge.
5 Q. Did you receive any training regarding
6 any of the engine departments or engine rooms
7 of the ship at Cornell?
8 A. No.
9 Q. What was your position in the U.S. Navy
10 when you first boarded the USS TURNER?
11 A. Ensign.
12 Q. Can you describe to those of us and to
13 the jury what an ensign is?
14 A. Ensign is the lowest commissioned
15 officer in the Navy.
16 Q. And for how long did you serve as an
17 ensign aboard the USS TURNER?
18 A. I do not recollect when I was promoted
19 to lieutenant JG, but I was a JG for half, at
20 least half the time on the TURNER.
21 Q. And it's my understanding that you
22 served aboard the USS TURNER for approximately
23 three years; is that correct?
24 A. Three years.
25 Q. So would it be safe to say that you

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Page 65

1 JOHN B. DeVRIES
2 spent approximately a year and a half being an
3 ensign?
4 A. I can't recollect when I was promoted to
5 JG.
6 Q. What are your duties as an ensign aboard
7 the USS TURNER?
8 A. I was sent to the TURNER as a surplus
9 officer in the engineering division, titled
10 main propulsion assistant.
11 Q. And as a surplus officer in the
12 engineering division what type of duties did
13 you perform?
14 A. The Engineering Department on the
15 destroyer has the engineer officer, the damage
16 control assistant. And since the Navy felt
17 that they needed more attention to the main
18 engineering spaces as main propulsion
19 assistant I was in the engineering spaces
20 almost continuously.
21 Q. Were you responsible for performing any
22 mechanical work in the Engineering
23 Departments?
24 A. I was responsible for overseeing that it
25 was done.

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Page 66

1 JOHN B. DeVRIES
2 Q. Would it be safe to say that your duties
3 did not include actual hands-on work with the
4 mechanical equipment; is that correct?
5 A. Yes. That's correct.
6 Q. How many Engineering Departments were
7 there aboard the USS TURNER?
8 A. A destroyer like the TURNER has one
9 Engineering Department, but that --
10 MR. REICH: Hold on one
11 second. Were you saying compartment or
12 department?
13 MR. STOKES: Department.
14 MR. REICH: Okay. I'm sorry.
15 Go ahead.
16 THE WITNESS: But the ship has
17 two engine rooms and two fire rooms.
18 BY MR. STOKES:
19 Q. And as an ensign, were you assigned to
20 one particular engine room or one particular
21 fire room?
22 A. I was in all, all spaces.
23 Q. So you would have worked in both engine
24 rooms and both fire rooms?
25 A. Yes.

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Page 67

1 JOHN B. DeVRIES
2 Q. Did you work in one particular engine
3 room or one particular fire room with more
4 frequency than the others?
5 A. Not really.
6 Q. When you became a lieutenant JG, did
7 your duties change?
8 A. The duties were not related to the rank.
9 Q. What were your duties as a lieutenant
10 JG?
11 A. By this time I think I was the engineer
12 officer, the department head.
13 Q. What work would you perform as an
14 engineer officer?
15 A. Supervising. I add very closely the
16 work of the seamen in the engine rooms and
17 fire rooms.
18 Q. Again, would it be safe to say that your
19 work as an engineer officer did not involve
20 personal mechanical work on any of the
21 equipment aboard the ship?
22 A. No.
23 Q. That would be safe to say?
24 A. It was not safe to say that.
25 Q. Okay. Did your work involve any

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Page 68

1 JOHN B. DeVRIES
2 personal mechanical work on any of the
3 equipment aboard the ship as an engineer
4 officer?
5 A. I worked with our people.
6 Q. But was your work limited to
7 supervision?
8 A. It was supposed to be.
9 Q. Were there occasions when you actually
10 had to perform work yourself on the equipment?
11 A. I had to show people how to.
12 Q. Now, the USS TURNER, it's my
13 understanding that that ship was built in
14 1945. Are you aware of that?
15 A. At the Bath Iron Works.
16 Q. And at the time of construction that
17 would be the point in time when all the pipe
18 lines would be installed on the ship; is that
19 correct?
20 A. I believe so.
21 Q. At the time of construction that would
22 be the time when the equipment was installed
23 aboard the ship; is that correct?
24 A. I believe so.
25 Q. Would you have any knowledge of any of

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Page 69

1 JOHN B. DeVRIES
2 the maintenance history of the ship or the
3 equipment aboard the ship prior to your
4 boarding in 1957?
5 A. No.
6 Q. Would you have any knowledge as to the
7 repair history of any of the equipment aboard
8 the ship prior to your boarding in 1957?
9 A. I do not have any such knowledge.
10 Q. Would you have any knowledge as to
11 whether any of the equipment aboard the USS
12 TURNER during the time period you boarded the
13 ship in 1957 was original to the ship when it
14 was constructed in 1945?
15 A. I have no knowledge.
16 Q. And would you have any knowledge as to
17 whether any components of any of the equipment
18 aboard the ship at the time that you served on
19 the ship were original to the equipment on the
20 ship?
21 A. I have no knowledge.
22 Q. If we were to talk about the engineering
23 compartments was the same work being performed
24 in each of the two engineering compartments?
25 A. Essentially the same.

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Page 70

1 JOHN B. DeVRIES
2 Q. And what type of work is being performed
3 in the engineering compartments?
4 A. First of all, the engine rooms get steam
5 from the boiler rooms to turn turbines that
6 turn the ships through. There are a myriad of
7 pumps and auxiliaries that have to be
8 repaired, maintained, work -- that meant that
9 I spent a lot of time with the people who were
10 trying to maintain this equipment.
11 Q. Now, you mentioned boilers. Were the
12 boilers located in a separate room in the
13 engine rooms?
14 A. There were two boiler rooms, two boilers
15 in each room.
16 Q. Did your duties ever take you to the
17 boiler room?
18 A. Yes.
19 Q. You also mentioned turbines. Where were
20 the turbines located?
21 A. They were in the engine room.
22 Q. Where would the pumps be located?
23 A. All through the spaces.
24 Q. Do you recall any other equipment on
25 which repair or maintenance work was performed

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Page 71

1 JOHN B. DeVRIES
2 other than boilers, turbines and pumps?
3 A. Electrical equipment.
4 Q. What type of electrical equipment?
5 A. Generators and switchboards.
6 Q. Aside from boilers, turbines, pumps,
7 generators and switchboards, do you recall any
8 other equipment on which maintenance or repair
9 work was performed?
10 A. In that ship and all ships at that time
11 the Engineering Department maintained
12 everything that operated except the
13 electronics and the armaments. That would
14 include things like standby diesel generators.
15 Q. Now, when you say except electronics and
16 armaments, you mentioned diesel generators, is
17 it your testimony that it was not your job to
18 oversee the maintenance and repair work on the
19 diesel generators?
20 A. No. Correct that. We were responsible
21 for everything including the diesel generator
22 which I mentioned only because they were not
23 in the engine rooms.
24 Q. Where were the diesel generators
25 located?

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Page 72

1 JOHN B. DeVRIES
2 A. Now you're testing my memory.
3 Q. Do you recall where they were located?
4 A. I can't recall with certainty.
5 Q. Any other types of equipment that you
6 recall on which maintenance or repair work was
7 performed other than the boilers, the
8 turbines, the pumps, generators, switchboards
9 and diesel generators?
10 A. Well, there are other auxiliaries also,
11 but --
12 Q. What do you mean by other auxiliaries?
13 A. I believe we mentioned that the primary
14 power source -- power generators, electric
15 generators were steam driven. When I say
16 auxiliaries, I'm thinking of things like
17 condensate pumps, pumps that would cover a
18 multitude of sins.
19 Q. Any other types of equipment that you
20 recall maintenance or repair work being
21 performed on?
22 A. I don't recall any at the moment.
23 Q. Do you recall any types of equipment on
24 which maintenance or repair work was performed
25 in the fire rooms?

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Page 73

1 JOHN B. DeVRIES
2 A. Yes.
3 Q. And what types of equipment do you
4 recall in the fire rooms?
5 A. Pumps, there was blowers.
6 Q. Any other types of equipment?
7 A. Steam traps. Again, I don't recall
8 sitting here.
9 Q. Let me ask you this. The USS TURNER,
10 you mentioned that that was a steam driven
11 ship; correct?
12 A. Correct.
13 Q. So there would have been steam lines
14 running throughout the ship; is that correct?
15 A. The steam lines for power were limited
16 to the boiler room serving an engine room. So
17 that meant two pairs.
18 Q. Would there also be pipe lines running
19 throughout the ship taking the heat and hot
20 water throughout the ship?
21 A. There would be hot water service, fresh
22 water service.
23 Q. I heard before people say that there are
24 miles and miles of pipe line aboard a ship.
25 MS. McGARRITY: Objection,

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Page 74

1 JOHN B. DeVRIES
2 form.
3 THE WITNESS: There's piping
4 throughout the ship.
5 BY MR. STOKES:
6 Q. And is the majority of that piping
7 insulated to your recollection?
8 MS. McGARRITY: Objection,
9 form.
10 MR. REICH: You can answer
11 that.
12 THE WITNESS: Please repeat
13 it.
14 BY MR. STOKES:
15 Q. Is the majority of that piping on the
16 ship insulated?
17 MS. McGARRITY: Objection,
18 form.
19 THE WITNESS: Yes.
20 BY MR. STOKES:
21 Q. Do you recall instances when any work
22 was performed on the pipe insulation in your
23 vicinity?
24 A. There was work done on the pipe
25 insulation.

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Page 75

1 JOHN B. DeVRIES
2 Q. And when the work was performed on the
3 pipe insulation was dust created?
4 MS. McGARRITY: Objection,
5 form.
6 THE WITNESS: Yes.
7 BY MR. STOKES:
8 Q. Did you breathe in that dust?
9 MS. McGARRITY: Objection.
10 THE WITNESS: Much of that
11 piping I didn't have to have responsibility
12 for, so I didn't see the dust from those,
13 those repairs like I did from the insulation
14 in the main engineering spaces.
15 BY MR. STOKES:
16 Q. In the main engineering spaces, I think
17 you said there were steam lines running
18 throughout those compartments; is that
19 correct?
20 A. The steam was conveyed to the turbine.
21 Q. And the steam lines in the engineering
22 compartments they were insulated; is that
23 correct?
24 MS. McGARRITY: Objection,
25 form.

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Page 76

1 JOHN B. DeVRIES
2 THE WITNESS: Certainly, but
3 they were short.
4 BY MR. STOKES:
5 Q. Do you recall instances when work was
6 performed on the insulation on those steam
7 lines?
8 MS. McGARRITY: Objection.
9 THE WITNESS: I don't recall,
10 but --
11 BY MR. STOKES:
12 Q. What work, if any, do you recall being
13 performed on the boilers?
14 A. I can't answer the question because
15 there was a lot of different work done on the
16 boilers a lot of different times by different
17 organizations.
18 Q. What type of work do you recall being
19 performed in your vicinity?
20 A. Some of the boilers had to be opened up,
21 tubes cleaned. The slag between the tubes had
22 to be cut out.
23 Q. Do you know if any of the work on the
24 boilers involved the use of asbestos-
25 containing materials?

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Page 77

1 JOHN B. DeVRIES
2 A. Insulation. And when it was removed it
3 was dusty.
4 Q. And when you say insulation, is this
5 exterior insulation on the boilers?
6 A. Yes.
7 Q. Whose job was it to perform the
8 maintenance or repair work on the boilers?
9 A. If it was done by ship's company,
10 sometimes if it was done by a Navy Yard or a
11 destroyer tender sometimes. In all cases I
12 had to be present and involved in it.
13 Q. Do you recall or do you know who
14 manufactured any of the boilers aboard the USS
15 TURNER?
16 A. I remember they were Babcock and Wilcox
17 express boilers, 600 pound steam.
18 Q. Do you recall any writing on any of that
19 exterior insulation?
20 A. I saw no writing on the exterior
21 insulation.
22 Q. Based on that would you know who
23 manufactured any of the insulation on the
24 boilers?
25 A. I have -- no.

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Page 78

1 JOHN B. DeVRIES
 2 Q. By looking at that insulation is there
 3 any way for you to testify today that that
 4 insulation in fact did contain asbestos?
 5 A. I have no -- say the question again so I
 6 say it -- answer it right.
 7 Q. Is there any way for you to testify
 8 today that that insulation did in fact contain
 9 asbestos?
 10 MS. McGARRITY: Objection,
 11 form.
 12 THE WITNESS: No.
 13 BY MR. STOKES:
 14 Q. Do you associate asbestos with any other
 15 materials through work on the boilers?
 16 MR. REICH: Objection to the
 17 form. I don't quite understand the way it's
 18 worded.
 19 BY MR. STOKES:
 20 Q. You told us about the insulation. Do
 21 you associate asbestos with any other products
 22 through work on the boilers?
 23 A. Work on the boilers involved the
 24 blowers, involved pumps. All of these had
 25 insulation.

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Page 79

1 JOHN B. DeVRIES
 2 Q. And what do you mean when you say the
 3 leads?
 4 A. I said all of these.
 5 Q. All of these. I'm sorry. Do you recall
 6 any work being performed in your vicinity on
 7 any of the turbines?
 8 A. Yes.
 9 Q. And what work was performed on the
 10 turbines in your vicinity?
 11 A. I can't answer what was done when, but
 12 the turbines were opened up to check thrust
 13 bearings. They were opened up to check the --
 14 actually not the turbines, but the reduction
 15 gears were opened up to check the gears. And
 16 in at least one case I very -- I can remember
 17 very well we had to replace a part.
 18 Q. Do you recall what part was replaced on
 19 the turbine?
 20 A. I don't recall the part, but we were in
 21 Monte Carlo at holiday time and I couldn't
 22 leave the ship when the turbine was opened.
 23 The part was replaced by having a cruiser, I
 24 believe, up the coast machine a new part for
 25 us.

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Page 80

1 JOHN B. DeVRIES
2 Q. Whose job was it to perform work on the
3 turbines?
4 A. Well, it would be a machinist mate's
5 job, but, believe me, I was on top of whoever
6 did the work. That was the -- that was
7 necessary.
8 Q. Do you know if any of the work on the
9 turbines involved the use of asbestos-
10 containing products?
11 A. The turbines were insulated.
12 Q. And, again, is this the exterior
13 insulation?
14 A. This was exterior insulation.
15 Q. Do you recall any writing on that
16 insulation?
17 A. None.
18 Q. Do you know who manufactured any of the
19 insulation?
20 A. I do not.
21 Q. And as you sit here today, do you have
22 any personal knowledge that that exterior
23 insulation did in fact contain asbestos?
24 A. I have no knowledge that it contained
25 asbestos.

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Page 81

1 JOHN B. DeVRIES
2 Q. Do you know who manufactured any of the
3 turbines aboard the USS TURNER?
4 A. General Electric.
5 THE VIDEOTAPE OPERATOR:
6 Excuse me, counselor. There's five minutes
7 left on the video.
8 MR. STOKES: Thank you.
9 BY MR. STOKES:
10 Q. Do you recall if any maintenance or
11 repair work was performed in your vicinity
12 around any of the steam -- steam generators?
13 A. What do you mean by steam generators?
14 Q. I believe you testified that there were
15 steam generators aboard the ship?
16 A. Well, that's a boiler.
17 Q. Okay. So a boiler and a steam generator
18 are the same thing?
19 A. I don't remember where steam generator
20 came into our conversation.
21 Q. Okay. I'm sorry. Maybe I misheard you.
22 In any event, the boilers you testified they
23 were all manufactured by Babcock and Wilcox;
24 correct?
25 A. Correct.

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Page 82

1 JOHN B. DeVRIES
2 MR. REICH: Perhaps he was
3 talking about the electrical generators --
4 MR. STOKES: Okay.
5 MR. REICH: -- when he was
6 talking.
7 BY MR. STOKES:
8 Q. Do you know if any repair or maintenance
9 work was performed on the electrical
10 generators in your vicinity?
11 A. Yes.
12 Q. And what type of work was performed on
13 the electrical generators?
14 A. The steam -- the steam ends had to be
15 repacked. The electrical ends had to have
16 parts replaced.
17 Q. Where was the repacking work performed
18 on the generator?
19 A. It was either on the ship or in a Navy
20 Yard it might have been removed.
21 Q. Where specifically, though, on the
22 generator does the repacking work take place?
23 A. Wherever there's a possibility of a
24 leak, I guess.
25 Q. Do you recall any other work aside from
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Page 83

1 JOHN B. DeVRIES
2 the repacking of the generators?
3 A. And replacement of electrical parts.
4 Q. Do you know if your supervision of the
5 work performed on the electrical generators
6 involved the use of any asbestos-containing
7 products?
8 A. I believe, I know that the insulating
9 materials in the electrical end was a, I
10 guess, a phenolic resin reinforced with
11 asbestos.
12 THE VIDEOTAPE OPERATOR: The
13 time is 11:49. We're going off the video
14 record. This concludes disc number one.
15 MR. STOKES: We just have to
16 switch the tapes.
17 THE VIDEOTAPE OPERATOR: The
18 time is 11:51. We are back on the video
19 record. This begins disc two of the discovery
20 deposition of John B. DeVries.
21 BY MR. STOKES:
22 Q. Mr. DeVries, when we just left off there
23 you mentioned insulation and phenolic resin
24 associated with the electrical generators. Do
25 you recall that testimony?

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Page 84

- 1 JOHN B. DeVRIES
2 A. Yes.
3 Q. The insulation, is this again the
4 exterior insulation?
5 A. The insulation is both the insulation on
6 the electrical parts and the exterior
7 insulation on the steam end.
8 Q. The exterior insulation on the steam
9 end, do you recall any writing on that
10 product?
11 A. No.
12 Q. Do you know who manufactured any of the
13 exterior insulation on the steam end?
14 A. No.
15 Q. Do you have any personal knowledge that
16 any of the exterior insulation on the steam
17 end contained asbestos?
18 A. No.
19 Q. Where was the phenolic resin located in
20 association with the electrical equipment?
21 A. As part of the electrical equipment as
22 the insulator.
23 Q. And earlier you mentioned switchboards
24 as an electrical product?
25 A. Yes, sir.

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Page 85

- 1 JOHN B. DeVRIES
2 Q. Is that the electrical equipment we're
3 talking about right now?
4 A. No.
5 Q. Okay. What types of electrical
6 equipment are you speaking of in relation to
7 the electrical generators?
8 A. I'm speaking of the generating portion,
9 the electric generating portion of the
10 generator.
11 Q. Do you know the names of any of the
12 electrical components associated with that
13 electrical system?
14 A. No.
15 Q. Do you recall any writing on the
16 phenolic resin for any of this electrical
17 equipment?
18 A. No.
19 Q. Do you know who manufactured any of the
20 phenolic resin for the electrical equipment?
21 A. No.
22 Q. Do you have any personal knowledge that
23 any of the phenolic resin did in fact contain
24 asbestos?
25 A. No, other than it is general -- it was

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Page 86

1 JOHN B. DeVRIES
2 generally known at the time that these resins
3 whether phenolic or phenolic -- well, these
4 resins were reinforced with asbestos.
5 Q. Where did you gain that knowledge?
6 A. Textbooks.
7 Q. When did you read those textbooks?
8 A. Well, I guess at Cornell.
9 Q. Do you know if any testing was ever
10 performed on the phenolic resins associated
11 with these specific generators?
12 A. I do not.
13 Q. Aside from what you read in the
14 textbooks, do you know if these specific
15 resins associated with these generators did in
16 fact contain asbestos?
17 A. Please say again.
18 Q. Aside from what you have read in those
19 textbooks years prior, do you know for a fact
20 that these phenolic resins associated with the
21 generators on the USS TURNER did contain
22 asbestos?
23 A. No.
24 Q. Was any work performed with these
25 phenolic resins aboard the ship?

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Page 87

1 JOHN B. DeVRIES
2 A. On parts or replaced, they had to be
3 disassembled since usually they were burned,
4 scraped out and a new part put in.
5 Q. Would you have any knowledge as to when
6 the phenolic resins that were removed during
7 your time period at the ship were actually
8 installed on the ship?
9 A. No.
10 Q. And you wouldn't know who had installed
11 those phenolic resins; is that correct?
12 A. That is correct.
13 Q. And you wouldn't know if those phenolic
14 resins were original to the electrical
15 equipment; is that correct?
16 A. That is correct.
17 Q. Do you recall the manufacturer or
18 manufacturers of any of the electrical
19 generators aboard the ship?
20 A. I am uncertain.
21 Q. Do you recall --
22 MR. REICH: Would it help you
23 to look at your -- the caption to your
24 Complaint?
25 THE WITNESS: Well, it might.

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Page 88

1 JOHN B. DeVRIES
2 The manufacturers of those generators were GE
3 or Westinghouse.
4 MR. KATTNER: Objection.
5 BY MR. STOKES:
6 Q. Do you know the manufacturer or
7 manufacturers of any of the electrical
8 equipment associated with these generators?
9 A. Other than they came as a package.
10 Q. And when you say came as a package, you
11 are talking about came as a package with the
12 generators?
13 A. The generating unit was a package.
14 Q. And would those be the same
15 manufacturers you have just mentioned for the
16 generators?
17 A. I believe so.
18 MR. KATTNER: Same objection.
19 BY MR. STOKES:
20 Q. Do you recall any repair or maintenance
21 work being performed in your vicinity on any
22 of the diesel generators?
23 A. I -- no.
24 Q. Now, one of the products you mentioned
25 were pumps. There were various pumps aboard
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Page 89

1 JOHN B. DeVRIES
2 the ship; is that correct?
3 A. Numerous, numerous pumps.
4 Q. Can you estimate the total number of
5 pumps aboard the ship?
6 A. No.
7 Q. There were various applications for
8 these pumps; is that correct?
9 A. Yes.
10 Q. Various sizes of these pumps; is that
11 correct?
12 A. Yes.
13 Q. Pumps would be used on hot applications;
14 is that right?
15 A. Yes.
16 Q. And they would also be used on cold
17 applications?
18 A. Yes.
19 Q. There would be pumps that were used on
20 the steam end of the ship; is that right?
21 A. Yes.
22 Q. As well as on the water end of the ship;
23 is that correct?
24 A. Yes.
25 Q. You'd also have pumps for such things as
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Page 120

1 JOHN B. DeVRIES
2 You just prefer it that way so that he doesn't
3 remember to come back to those areas. But go
4 ahead. You can ask your question.
5 BY MR. STOKES:
6 Q. Did you ever wear any respirators or
7 breathing protection aboard the USS TURNER?
8 A. Never.
9 Q. Were any respirators or breathing
10 protection supplied or available for you
11 aboard the USS TURNER?
12 A. Not to my knowledge.
13 Q. Were crew members permitted to smoke
14 cigarettes aboard the USS TURNER?
15 A. Yes.
16 Q. Did crew members smoke cigarettes aboard
17 the USS TURNER?
18 A. When the smoking lamp was lit, yes.
19 Q. How often was the smoking lamp lit?
20 A. I do not know. Do not remember. I
21 don't smoke, didn't smoke, so it mattered --
22 Q. When you were working in these
23 engineering compartments and fire rooms, were
24 there other workers who were smoking
25 cigarettes in your vicinity?

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Page 121

1 JOHN B. DeVRIES
2 A. I don't remember.
3 Q. Were you ever present while others
4 smoked cigarettes in your vicinity aboard the
5 USS TURNER?
6 A. Yes.
7 Q. Would that happen on a daily basis?
8 A. I don't remember.
9 Q. What other duties did you have aboard
10 the USS TURNER aside from supervision in the
11 engineering compartments?
12 A. Other than being the engineer officer or
13 main propulsion assistant, I had one other
14 duty. I was the crew's favorite defense
15 counsel in court, you know, minor
16 court-martials.
17 Q. How often did you perform those duties?
18 A. Too frequently is the right answer. I
19 don't recollect how many times.
20 Q. Would that take you away from your usual
21 duties of supervision in the engineering
22 spaces?
23 A. No significant.
24 Q. Sir, have we now discussed all of the
25 products and all of the manufacturers that you

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Page 152

1 JOHN B. DeVRIES
2 BY MR. STOKES:
3 Q. Mr. DeVries, we're on the second page of
4 Exhibit I here. It looks like the next entity
5 where you have your initials noted is Aurora
6 Pump. Do you see that?
7 A. I see it.
8 Q. Why did you place your initials next to
9 Aurora Pump?
10 A. I recognize the name Aurora.
11 Q. And do you know if you worked with or
12 around any products that were manufactured by
13 Aurora?
14 A. I cannot say that any Aurora pumps were
15 on the TURNER.
16 Q. The next one here is Bell &
17 Gossett/Domestic Pump. Why did you place your
18 initials next to the name?
19 A. Again, I have seen Bell & Gossett pumps
20 many places in my life and I recognize the
21 name. And, again, I can't say whether any of
22 these pumps were on the TURNER.
23 Q. Moving on here we have Buffalo Pumps,
24 Inc. Why did you place your initials next to
25 that name?

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Page 153

1 JOHN B. DeVRIES
2 A. Because they had a lot of pumps on the
3 TURNER.
4 Q. Okay. We can flip to the next page
5 here.
6 MR. REICH: That's all you are
7 going to do, just to see if he knows?
8 MR. STOKES: I'll let somebody
9 else follow up on that.
10 MR. REICH: Okay.
11 BY MR. STOKES:
12 Q. And you have your initials -- I'm not
13 sure which entity it's next to. Do you see
14 your initials at the top of the page?
15 A. Westinghouse.
16 Q. Okay. Westinghouse. I think you
17 already mentioned Westinghouse earlier today?
18 A. I've mentioned Westinghouse earlier.
19 Q. Moving down, we have here
20 Cleaver-Brooks, Inc., A Division of Aqua-Chem.
21 Why did you place your initials next to that
22 name?
23 A. They have made auxiliary boilers.
24 Q. Do you know if you ever worked with or
25 around any auxiliary boilers by Cleaver-Brooks

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Page 154

1 JOHN B. DeVRIES
2 or Aqua-Chem?
3 A. I cannot say that Cleaver-Brooks had
4 anything on the TURNER.
5 Q. And do you know if you worked with or
6 around any Cleaver-Brooks auxiliary boiler at
7 any point in your life?
8 A. I've seen them, not worked around them.
9 Q. Do you know if -- strike that. Based on
10 that, would it be safe to say that you have no
11 testimony that you were ever in the vicinity
12 of work performed on any asbestos-containing
13 component associated with the Cleaver-Brooks
14 boiler? Would that be correct?
15 A. Yes.
16 Q. Moving onto the next page, we have
17 Foster Wheeler. Why did you place your
18 initials next to that name?
19 A. I believe Foster Wheeler produced the
20 condensers used on the TURNER.
21 Q. Moving down we have General Electric
22 Company. And I believe you already mentioned
23 GE?
24 A. I have mentioned GE.
25 Q. We can flip the page and actually we can
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Page 155

1 JOHN B. DeVRIES
2 skip the next page and go to the last page
3 here. And it looks like the first name you
4 have your initials next to is Weil-McLain. Do
5 you see that?
6 A. Well, really it's Warren Pumps, Warren
7 Pumps. I was doing this on my lap and it
8 floated around a bit. And, yes, Warren had a
9 bunch of pumps on the TURNER.
10 Q. So you don't associate Weil-McLain with
11 any products; is that correct?
12 MR. REICH: Well, wait a
13 minute. He's just answering about Warren
14 Pumps which came above Weil-McLain. So he
15 hadn't gotten to the Weil-McLain yet. So it's
16 not fair of you to ask it that way.
17 MR. TURLIK: I'm going to
18 object. And, Alan, you have to speak into the
19 mike when you do it.
20 MR. REICH: Okay. I keep
21 forgetting that the microphone I have is only
22 for the video. I don't have a microphone in
23 front of me.
24 BY MR. STOKES:
25 Q. Mr. DeVries, you testified that your
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Plaintiffs,

v.

GENERAL ELECTRIC COMPANY
c/o C.T. Corporation System
116 Pine Street, Suite 320
Harrisburg, PA 17101

CBS CORPORATION, a Delaware
Corporation, f/k/a Viacom, Inc., successor by
merger to CBS Corporation, a Pennsylvania
Corporation, f/k/a Westinghouse Electric
Corporation
600 Grant Street, 44th Floor
Pittsburgh, PA 15219

ALLEN-BRADLEY COMPANY
8040 Excelsior Drive, Suite 200
Madison, WI, USA 53717

ALLEN-SHERMAN-HOFF
457 Creamery Way
Exton, PA 19341

AMTICO
Division of American Biltrite
57 River Street
Wellsley Hills, MA 02181

PHILADELPHIA COURT
OF COMMON PLEAS - CIVIL

APRIL TERM, 2011
No. 1334

Asbestos Case

AURORA PUMP
c/o Lynette Jones
13515 Ballantyne Corporate Place
Charlotte, NC 28277

AZROCK INDUSTRIES, INC.
CT Corporation Systems
Corporation Trust Center
1209 Orange Street
Wilmington, DE 19801

BAYOR CROPSCIENCE, INC., as
Successor to Amchem Products, Inc.
1 TW Alexancer Drive
Research Triangle Park, NJ 27709

BEAZER EAST (f/k/a Koppers)
c/o Three Rivers Management
Manor Oak One, Suite 200
1910 Cochrane Road
Pittsburgh, PA 15220

BELL & GOSSETT/DOMESTIC PUMP
8200 N. Austin Avenue
Morton Grove, IL 60053

BF GOODRICH COMPANY
2730 W. Tyvola Road
Charlotte, NC 28217-4543

BRYANT HEATING AND COOLING
7310 W. Morris Street
Indianapolis, IN 46231

BUFFALO PUMPS, INC.
874 Oliver Street
North Tonawanda, NY 14120

BW/IP, INC.
c/o Flow Service Corporation
5215 N. O'Connor Blvd., Suite 2300
Irving, TX 75039

BRAND INSULATION, INC.
c/o CT Corp System
116 Pine Street, Suite 320
Harrisburg, PA 17101

BURNHAM LLC
1239 Harrisburg Pike
Lancaster, PA 17604

CERTAIN-TEED CORPORATION
750 E. Swedesford Road
Valley Forge, PA 19481

CHICAGO DRYER
2200 N. Pulaski Road
Chicago, IL 60639

CLARK CONTROLLER CO.
c/o GTE Products Corporation
100 Endicott Street
Danvers, MA 01923

CLEAVER BROOKS, INC.
11950 West Lake Park Drive
Milwaukee, WI 53244

COPES VULCAN
5620 West Road
McKean, PA 16426

CRANE CO.
100 First Stamford Place
Stamford, CT 06902

CROUSE-HINDS
n/k/a Cooper Crouse-Hinds
P.O. Box 4999
Syracuse, NY 13221

CROWN CORK AND SEAL CO., INC.
(Successor to Mundet Cork Company)
One Crown Way
Philadelphia, PA 19154-4599

DAL-TILE

7834 C.F. Hawn Freeway
Dallas, TX 75217

DENISON INTERNATIONAL

14249 Industrial Park
Marysville, OH 43040

DOVER CORPORATION

280 Park Avenue
New York, NY 10017

EDWARDS VALVE

k/n/a Flowserve
5215 N. O'Connor Blvd., Suite 2300
Irvin, TX 75039

ELLIOT GROUP U.S. HEADQUARTERS

a/k/a Elliot Turbines
901 N. Fourth Street
Jeannette, PA 15644

FOSTER-WHEELER LLC

Perryville Corporate Park
Route 78 at Frontage
P.O. Box 4000
Clinton, NJ 08009-4000

GARDNER-DENVER-JOY
COMPRESSORS

Attn: Marec Edgard
1500 Liberty Ridge Drive, Suite 3000
Chesterbrook, PA 19087

GLASGOW, INC.

104 Willow Grove Avenue
Glenside, PA 19038

GOODYEAR CANADA

450 Kipling Avenue
Toronto, ON Canada M8Z5E7

GOODYEAR TIRE & RUBBER CO.
Corporation Service Co.
2711 Centerville Road, Suite 400
Wilmington, DE 19808

GREENE TWEED & COMPANY
Detweiler Road
Kulpsville, PA 1943

GUARD LINE, INC.
202 Loop 59 N.
P.O. Box 1030
Atlanta, TX 75511-1030

HAMPSHIRE INDUSTRIES
320 We. 24th
Baltimore, MD 21211

HARNISCHFEGGER CORP.
c/o CT Corp.
1209 Orange Street
Wilmington, DE 19801

HENKLES AND McCOY, INC.
985 Jolly Road
Blue Bell, PA 19422

HOMASOTE
932 Lower Ferry Road
Trenton, NJ 08628

INGERSOLL-RAND COMPANY
c/o CT Corporation Systems
116 Pine Street, Suite 320
Harrisburg, PA 17101

INSUL CORPORATION
c/o Joni Mangino
Zimmer & Kunz, P.C.
3300 USX Tower
Pittsburgh, PA 15219

J.A. SEXAUER
570 Taxter Road, Suite 230
Elmsford, NY 10523

J.J. WHITE, INC.
5500 Bingham Street
Philadelphia, PA 19120

JAMES D. MORRISSEY, INC.,
Attn: Roy C. Aguero
9119 Frankford Avenue
Philadelphia, PA 19114-2854

METROPOLITAN LIFE INS. CO.
27 - 01 Queens Plaza North
Long Island City, NY 11101

MINNESOTA MINING &
MANUFACTURING
3M Center
St. Paul, MN 55144

NOSROC CORPORATION
c/o CT Corporation Systems
116 Pine Street, Suite 320
Harrisburg, PA 17101

OWENS-ILLINOIS, INC.
Attn: A/P Dept., Plaza One
One Michael Owens Way
Perrysburg, OH 43551

PECORA CORPORATION
165 Wambold Road
Harleysville, PA 19438

RAPID-AMERICAN CORPORATION
Prentice Hall Corporation System
2711 Centerville Road, Suite 400
Wilmington, DE 19808

FILEY STOKER CORPORATION
N. 9 Neponset Street
Worcester, MA 01606

SEPCO CORPORATION
c/o CT Corporation Systems
350 N. St. Paul Street
Dallas, TX 75201

UNITED CONVEYOR CORPORATION
2100 Norman Drive West
Waukegan, IL 60085

UNIVERSAL REFRACTORIES
Division of Theim Corp.
c/o Three Rivers Management
1910 Cochran Road
Pittsburgh, PA 15220

WARREN PUMPS
c/o Corporation Service Company
2711 Centerville Road, Suite 400
Wilmington, DE 19808

WEL McLAIN, a Division of The Marley
Company, A Wholly Owned Subsidiary of
United Dominion Industries, Inc.
500 Blaine Street
Michigan City, IN 46360

YARWAY CORP.
f/k/a Yarnall-Waring Company
c/o CT Corporation Systems
116 Pine Street, Suite 320
Harrisburg, PA 17101

ZURN INDUSTRIES, LLC
c/o CT Corp.
116 Pine Street, #320
Harrisburg, PA 17101

Defendants.

NOTICE OF NOTICE OF REMOVAL

TO: Plaintiffs, John B. DeVries and Roberta G. DeVries, by and through their attorney
of record:

Please take notice that the above-captioned civil action, in which you are named
as plaintiff, brought in the Philadelphia Court of Common Pleas, has been removed from

that Court to the United States District Court for the Eastern District of Pennsylvania, effective today, on the date below. On this day a Notice of Removal, a copy of which (without exhibits) is attached, was filed with the clerk of the United States District Court, and a copy of that Notice of Removal has been filed with the clerk of the state court, effecting removal pursuant to 28 U.S.C. § 1446.

Respectfully submitted,

Dated: January 25, 2013

/s/ John P. McShea
John P. McShea
Conrad O. Kattner
McSHEA LAW FIRM, P.C.
Three Logan Square - 28th Floor
1717 Arch Street
Philadelphia, PA 19103
(215) 599-0800

*Attorneys for Defendants,
General Electric Company and
CBS Corporation, successor to
Westinghouse Electric Corporation*

CERTIFICATE OF SERVICE

I hereby certify that a true and correct copy of the foregoing instrument has been forwarded on the date below to all known counsel of record by electronic filing with the Philadelphia Court of Common Pleas, including:

Robert E. Paul, Esq.
PAUL, REICH & MYERS, P.C.
1608 Walnut Street, Suite 500
Philadelphia, PA 19103

Counsel for Plaintiffs

And

All Known Defense Counsel

Dated: January 25, 2013

/s/ John P. McShea
John P. McShea
Conrad O. Kattner
McSHEA LAW FIRM, P.C.
Three Logan Square - 28th Floor
1717 Arch Street
Philadelphia, PA 19103
(215) 599-0800

*Attorneys for Defendants,
General Electric Company and
CBS Corporation, successor to
Westinghouse Electric Corporation*

CERTIFICATE OF SERVICE

I hereby certify that on this 25th day of January 2013, a true and correct copy of the foregoing instrument has been forwarded to plaintiffs' counsel, *via e-mail and e-filing*, and to all known counsel of record, *via e-filing*, in compliance with the Pennsylvania Rules of Civil Procedure:

Robert E. Paul, Esq.
PAUL, REICH & MYERS, P.C.
1608 Walnut Street, Suite 500
Philadelphia, PA 19103

Counsel for Plaintiffs

Via E-Filing

All Known Defense Counsel

/s/ John P. McShea
John P. McShea